

BOSTON PUBLIC LIBRARY



3 9999 06317 047 4

1946

9388

173^u22

Q388.173A22

1946



GIVEN BY

Public

HIGHWAY STATISTICS 1946

PUBLIC ROADS ADMINISTRATION • FEDERAL WORKS AGENCY



HIGHWAY STATISTICS 1946

U. S. PUBLIC ROADS ADMINISTRATION • FEDERAL WORKS AGENCY

UNITED STATES GOVERNMENT PRINTING OFFICE, WASHINGTON : 1947

For sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. Price 50 cents

PREFACE

This pamphlet, the second of an annual series, presents the 1946 statistical and analytical tables of general interest on the subjects of motor-fuel consumption, motor-vehicle registration, State highway-user taxes, financing of State highways, and highway mileage.

The brief text is not intended to provide a full explanation of all of the data, since in most cases they are self-explanatory; nor is any attempt made to present a complete exposition of the methods of analysis. It is intended only to call attention to information of particular interest or significance, to supply definitions of the terms used in the tables, and to point out the limitations of the data presented.

Many of the tables in this pamphlet have been issued separately for a number of years and this practice will be continued so that the information on each particular subject can be made available at the earliest possible date. However, the favorable public reception of *HIGHWAY STATISTICS 1945* indicates that the issuance of the tables in assembled, permanent form makes the data much more convenient and serviceable to their users. *HIGHWAY STATISTICS 1945* is for sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 35 cents a copy.

In addition to the annual pamphlets and supplementing them, the Public Roads Administration has published *HIGHWAY STATISTICS, SUMMARY TO 1945* in which are presented selected historical summaries of highway data carried from the earliest years that available information warrants. This publication is also for sale by the Superintendent of Documents, at 40 cents a copy.

THE COVER: A secondary road in Frederick County, Maryland

CONTENTS

<i>Table</i>		<i>Page</i>
	Motor-Fuel Consumption and Revenues	1
G-2	Motor-Fuel Consumption	2
G-21	Analysis of Motor-Fuel Usage	3
G-22	Total Motor-Fuel Consumption by Months	4
G-23	Highway Use of Motor Fuel by Months	5
G-24	Nonhighway Use of Motor Fuel	6
G-240	Motor Fuel Exempted or Refunded	7
G-205	Gasoline Tax Rates by Years	8
G-1	State Motor-Fuel Tax Receipts	9
	Motor-Vehicle Registration and Fees	11
MV-1	State Motor-Vehicle Registrations	12
MV-7	Publicly-Owned Vehicles in the United States	13
MV-9	Truck and Tractor-Truck Registrations	14
MV-10	Bus Registrations	15
MV-2	State Motor-Vehicle Receipts	16
MC-1	State Motor-Carrier Tax Receipts	17
	Highway Taxation	19
G-3	Disposition of State Motor-Fuel Tax Receipts	20
MV-3	Disposition of State Motor-Vehicle Receipts	21
MC-2	Disposition of State Motor-Carrier Tax Receipts	22
DF	Disposition of Receipts from State Imposts on Highway Users	23
G-106	Provisions Governing the Disposition of Motor-Fuel Tax Receipts	24
E-4	Proceeds of Federal Taxes Relating to Motor Vehicles	41
	State Highway Finance	43
SF-1	Receipts from Highway-User Imposts and Other Income	44
SF-2	Disbursements of Highway-User Imposts and Other Income	45
SF-3	Receipts for State-Administered Highways	46
SF-4	Disbursements for State-Administered Highways	47
SF-5	Receipts for County and Local Roads and Streets	48
SF-6	Expenditures and Fund Transfers for County and Local Roads and Streets	49
SF-9	Costs of Collection and Administration of Highway-User Revenues	50
CA-3	Highway Construction Contracts Awarded by State Highway Departments	51
SB-1	State Obligations Issued or Assumed	52
SB-2	Change in Debt Status	53
SB-2A	Amount of Debt Outstanding	57
SB-3	Receipts and Disbursements for Debt Service	58
SB-5	Future Debt Service Requirements	61

Contents

Table

Page

	Mileage of Public Roads and Streets	65
SMB-1	Summary of Mileage Built by State Highway Departments	66
SMB-2	Mileage Built on State Primary Systems	67
SMB-3	Mileage Built on Secondary Roads Under State Control	68
SMB-4	Mileage Built on Urban Extensions of State System	69
SMB-5	Special Construction by State Highway Departments	70
SM-101	Mileage Changes on State Highway Systems	71
SM-1	Summary of Mileage of State Highway Systems	73
SM-2	Mileage by Type of Surface - Primary System	74
SM-3	Mileage by Type of Surface - Secondary Roads	75
SM-4	Mileage by Type of Surface - Urban Extensions	76
SM-5	Mileage by Width - Primary System	77
SM-6	Mileage by Width - Secondary Roads	78
SM-7	Mileage by Width - Urban Extensions	79
SM-8	Surfaced Mileage by Type and Width - Primary System	80
SM-9	Surfaced Mileage by Type and Width - Secondary Roads	81
SM-10	Surfaced Mileage by Type and Width - Urban Extensions	82
SM-11	Mileage of Divided Highways - Primary System	83
SM-12	Mileage of Divided Highways - Secondary Roads	84
SM-13	Mileage of Divided Highways - Urban Extensions	85
RM-1	All Rural Road Mileage, by States, Classified by System	86
RM-2	All Rural Road Mileage, Classified by System and Type of Surface	87
RM-3	All Rural Road Mileage, by States, Classified by Type of Surface	88
OSM	Rural Road Mileage in Parks, Forests, Reservations, etc.	89
LM-C	County and Other Local Rural Road Mileage	90

MOTOR-FUEL CONSUMPTION AND REVENUES

Motor-fuel consumption in 1946 broke all previous records, exceeding the former all-time high in 1941 by 6 percent despite the fact that fewer vehicles were registered. The appreciable increase is due principally to increased adaptation of the general economy to the use of motor vehicles, and to higher income and employment levels coupled with the trend toward the five-day week and paid vacations.

The term "motor fuel" applies to all gasoline coming under the purview of the State motor-fuel tax laws. It also includes liquids other than gasoline, such as diesel fuel and liquefied petroleum gases, but only when they are used in the propulsion of motor vehicles. Some States permit the sale of fuels known as "tractor fuel", "power fuel", and by other names. These are not included in the tables unless they come under the purview of the State motor-fuel taxing laws.

The words "exemption" and "refund" are not used interchangeably: "exemption" applies where the State tax is not collected; "refund" applies to the procedure whereby the State tax is collected and later refunded in whole or in part. Exemptions are most frequently found in connection with motor fuel purchased by the Federal Government, or in connection with allowances for loss through evaporation, spillage, etc. Refunds are usually granted on motor fuel used for agriculture, aviation, construction, marine, and other non-highway uses.

Table G-2 reports the gallonage passing through State taxing channels. Although the net gallonage taxed in most States represents the approximate highway use, table G-2 is not intended to give an analysis of highway and nonhighway use of motor fuel.

The analysis of highway and nonhighway use given in tables G-21, 22, 23, and 24 does not include motor fuel purchased by the Federal Government for military use, or motor fuel exported from the continental United States. The figures in these four tables differ in some cases from those in table G-2, due primarily to adjustments made in analysis to obtain uniformity between States and to report gallonage whenever possible for the period in which it

was consumed rather than the period in which the tax was paid. The differences, however, are not great. Other adjustments have been made to allow for losses from evaporation, spillage, etc., and to correct errors in reporting.

Most of the States allow refund of the tax paid on motor fuel used for non-highway purposes. Three States - Kansas, Oklahoma, and North Dakota - permitted tax exemptions for motor fuel used for most nonhighway purposes in 1946, but during the year North Dakota adopted a system of refunds, in place of exemptions, to take effect January 1, 1947. At various times several other States have allowed tax exemption, but losses of revenue through tax evasion and difficulties of administering the exemption law have led them to abandon it in favor of the refund procedure.

In every State the total gallonage claimed to be used for nonhighway purposes is known, and nearly all of the States keep records on the purposes for which the motor fuel was alleged to be used. For States that tax all motor fuel regardless of use, and allow neither exemptions nor refunds, the nonhighway portion has been estimated on the basis of the reports of adjoining States and of States having similar economic characteristics.

Of the gasoline consumed in 1946 (exclusive of governmental use) approximately 89 percent was used on the highways, as compared with 87 percent in 1945 when rationing was in effect during the first 8 months. The 92 percent highway use of total gasoline consumption in 1941 may not again be reached because of the increasing mechanization of agriculture.

Table G-1 shows the motor-fuel tax collections of all States. The tax on aviation gasoline is, in most States, refunded or placed in a special fund for aviation purposes. Where the amounts of motor-fuel tax paid on aviation gasoline have been reported separately, the gross tax received is included in the collections shown in table G-1 and, if not paid out in the form of refunds, it is deducted in the next to last column of that table. The motor-fuel portion of net State highway-user income is found in the last column of the table.

Highway Statistics, 1946

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

MOTOR-FUEL CONSUMPTION-1946

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES 1/

TABLE G-2, 1946
ISSUED APRIL 1947

STATE	TAX RATE PER GALLON ON DECEMBER 31	GROSS AMOUNT REPORTED 2/	AMOUNT EXEMPTED FROM PAYMENT OF TAX 3/	GROSS AMOUNT ASSESSED FOR TAXATION	AMOUNT SUBJECT TO REFUND OF ENTIRE TAX	NET AMOUNT TAKED				AMOUNT TAXED AT PREVAILING RATE DURING 1945	INCREASE DURING 1946		STATE
						TOTAL	AT PREVAILING RATE	AT OTHER RATES			AMOUNT	PER- CENT- AGE	
								RATE PER GALLON					
	CENTS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	CENTS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS		
ALABAMA	6	390,475	-	390,475	-	390,475	390,475	-	-	294,537	95,938	32.6	ALABAMA
ARIZONA	5	175,593	5,535	169,968	14,500	155,468	155,468	-	-	107,125	48,343	45.1	ARIZONA
ARKANSAS	6	275,548	7,394	268,154	-	268,154	256,064	(4/)	12,090	193,438	62,626	32.4	ARKANSAS
CALIFORNIA	3	3,236,671	526,922	2,709,749	273,319	2,436,430	2,436,430	-	-	1,810,237	626,193	34.6	CALIFORNIA
COLORADO	4	338,129	17,579	320,550	50,094	270,456	270,456	-	-	194,519	75,937	34.0	COLORADO
CONNECTICUT	3	385,947	10,910	375,037	5,731	369,306	369,306	-	-	270,642	98,664	36.5	CONNECTICUT
DELAWARE	4	71,283	1,914	69,369	5,419	63,950	63,950	-	-	47,841	16,109	33.7	DELAWARE
FLORIDA	7	572,081	49,524	522,557	-	522,557	522,557	-	-	375,339	147,218	39.2	FLORIDA
GEORGIA	6	545,860	12,852	533,008	-	533,008	528,892	1	5/ 4,116	396,094	132,798	33.5	GEORGIA
IDAHO	6	151,874	4,465	147,409	11,801	135,608	133,818	2.5	6/ 1,790	95,239	38,579	40.5	IDAHO
ILLINOIS	3	1,677,469	-	1,677,469	201,269	1,476,200	1,476,200	-	-	1,105,625	370,575	33.5	ILLINOIS
INDIANA	4	864,925	15,272	849,653	94,391	755,262	750,262	-	-	578,963	176,299	29.6	INDIANA
IOWA	4	749,826	15,354	734,472	187,400	547,072	547,072	-	-	429,630	117,442	27.3	IOWA
KANSAS	2 1/2	597,528	205,680	391,848	-	391,848	391,848	-	-	307,210	84,638	27.6	KANSAS
KENTUCKY	5	411,008	10,722	400,286	3,378	396,908	396,908	-	-	296,776	100,132	33.7	KENTUCKY
LOUISIANA	7	377,924	10,019	367,905	5	367,900	362,405	2	8/ 5,495	285,151	77,254	27.1	LOUISIANA
MAINE	4	134,891	2,423	132,468	-	132,468	174,653	1	2/ 7,815	125,981	48,672	38.6	MAINE
MARYLAND	3	381,100	9,543	371,557	28,569	342,988	341,011	3	10/ 1,977	263,500	77,511	29.4	MARYLAND
MASSACHUSETTS	3	748,972	10,703	738,269	31,977	706,292	706,292	-	-	531,036	175,256	33.0	MASSACHUSETTS
MICHIGAN	3	1,455,290	133,518	1,321,772	106,430	1,215,342	1,210,884	1.5	11/ 4,458	907,206	303,678	33.5	MICHIGAN
MINNESOTA	4	711,737	18,135	693,602	115,563	584,039	581,077	(12/)	2,962	410,641	170,436	41.5	MINNESOTA
MISSISSIPPI	6	299,752	6,982	292,770	-	292,770	281,738	1	13/ 11,032	215,573	66,165	30.7	MISSISSIPPI
MISSOURI	2	794,108	-	794,108	62,464	731,644	731,644	-	-	547,398	184,246	33.7	MISSOURI
MONTANA	5	169,588	5,350	164,238	40,345	123,993	123,993	-	-	87,280	36,713	42.1	MONTANA
NEBRASKA	5	335,363	7,536	327,827	35	327,827	312,368	1	14/ 16,024	244,669	67,699	27.7	NEBRASKA
NEVADA	4	60,827	3,212	57,615	4,069	53,546	50,460	5	15/ 3,086	31,966	16,494	48.6	NEVADA
NEW HAMPSHIRE	4	102,622	2,391	100,231	2,096	98,135	98,135	-	-	62,165	28,970	41.9	NEW HAMPSHIRE
NEW JERSEY	3	933,743	36,867	896,876	79,343	816,933	816,433	-	-	589,208	227,725	38.6	NEW JERSEY
NEW MEXICO	5	105,255	7,333	97,922	17,679	80,243	80,243	-	-	101,320	38,923	38.4	NEW MEXICO
NEW YORK	4	1,957,595	96,869	1,860,726	67,861	1,792,865	1,792,865	-	-	1,305,920	486,945	37.3	NEW YORK
NORTH CAROLINA	6	642,701	26,205	616,496	-	616,496	593,622	1	13/ 22,874	437,997	155,625	35.5	NORTH CAROLINA
NORTH DAKOTA	4	222,436	127,108	95,328	-	95,328	95,328	-	-	72,263	23,065	31.9	NORTH DAKOTA
OHIO	4	1,627,797	34,365	1,593,432	4,879	1,588,553	1,473,450	1	2/ 109,103	1,119,865	359,585	32.1	OHIO
OKLAHOMA	7.5	526,217	11,334	514,883	-	514,883	396,317	-	16/ 116,866	313,937	82,380	26.2	OKLAHOMA
OREGON	5	384,242	4,359	379,883	39,018	340,865	338,403	1	17/ 2,462	253,908	104,495	44.7	OREGON
PENNSYLVANIA	4	1,661,487	8,135	1,653,352	-	1,653,352	1,653,352	-	-	1,245,957	407,395	32.7	PENNSYLVANIA
RHODE ISLAND 18/	3	132,990	2,192	130,798	1,309	129,489	129,489	-	-	101,450	28,039	27.6	RHODE ISLAND 18/
SOUTH CAROLINA	6	312,837	1,042	309,555	1,675	308,180	305,589	1	5/ 2,591	221,807	83,782	37.8	SOUTH CAROLINA
SOUTH DAKOTA	4	210,765	3,542	207,223	61,330	145,893	145,893	-	-	105,880	40,013	37.8	SOUTH DAKOTA
TENNESSEE	7	438,451	30,158	408,293	16,635	421,658	421,658	-	-	342,513	109,145	31.9	TENNESSEE
TEXAS	4	2,248,462	401,726	1,846,736	297,842	1,548,894	1,546,335	6	15/ 559	1,185,763	360,572	30.4	TEXAS
UTAH	4	153,146	5,621	147,525	-	147,525	147,525	-	-	112,217	35,308	31.5	UTAH
VERMONT	4	77,292	216	77,076	-	77,076	77,076	-	-	54,405	22,671	41.7	VERMONT
VIRGINIA	13/ 6	550,511	-	550,511	35,111	518,300	516,793	(20/)	1,507	373,641	137,152	36.1	VIRGINIA
WASHINGTON	5	520,639	25,119	504,520	27,502	477,018	477,018	-	-	351,226	125,792	35.8	WASHINGTON
WEST VIRGINIA 21/	5	260,930	-	260,930	7,314	253,616	253,616	-	-	189,134	64,482	34.1	WEST VIRGINIA 21/
WISCONSIN	4	726,567	21,471	705,096	89,545	615,551	613,072	-	-	474,184	138,588	29.2	WISCONSIN
WYOMING	4	94,473	1,023	93,450	-	93,450	93,450	-	-	68,947	24,503	35.5	WYOMING
DISTRICT OF COLUMBIA	3	147,524	6,497	141,027	1,318	139,709	139,709	-	-	106,869	32,840	30.7	DISTRICT OF COLUMBIA
TOTAL	22/ 4.16	30,135,041	1,951,016	28,184,025	1,972,116	26,194,909	25,868,102	-	326,807	19,339,492	6,528,610	33.8	TOTAL

1/ ANALYSIS OF MOTOR-FUEL USAGE WILL BE GIVEN IN TABLE G-21 TO BE PUBLISHED LATER.

2/ EXPORT SALES AND OTHER AMOUNTS NOT REPRESENTING CONSUMPTION IN STATE HAVE BEEN ELIMINATED AS FAR AS POSSIBLE. IN CASES WHERE STATES FAILED TO REPORT AMOUNTS EXEMPTED FROM TAXATION, THE GROSS AMOUNT TAKED IS SHOWN IN THIS COLUMN.

3/ INCLUDED ALLOWANCES FOR EVAPORATION AND OTHER LOSSES, FEDERAL USE, OTHER PUBLIC USE, AND NONHIGHWAY USE, WHERE INITIAL EXEMPTIONS RATHER THAN REFUNDS ARE MADE.

4/ WITHIN 300 FEET OF BORDER, TAX IS REDUCED TO THAT OF ADJACENT STATE. GALLONS TAKED AT 2 CENTS, 6,380,000; AT 4 CENTS, 5,710,000.

5/ FIVE CENTS PER GALLON REFUNDED ON MOTOR FUEL USED IN AGRICULTURE.

6/ AVIATION FUEL.

7/ RATE CHANGED FROM 3 CENTS TO 4 CENTS, MARCH 1.

8/ REPRESENTS EVAPORATION OR LOSS ALLOWANCE UNDER 5-CENT TAX NOT ALLOWED UNDER ADDITIONAL 2-CENT TAX, WHICH IS ADMINISTERED UNDER A SEPARATE LAW.

9/ THREE CENTS PER GALLON REFUNDED ON NONHIGHWAY USES.

10/ ONE CENT PER GALLON REFUNDED ON MOTOR FUEL USED IN VEHICLES LICENSED TO OPERATE EXCLUSIVELY IN CITIES.

11/ ONE AND ONE-HALF CENTS PER GALLON REFUNDED ON MOTOR FUEL USED IN INTERSTATE

AVIATION.

12/ REFUNDS ON AVIATION GASOLINE ARE ON A SLIDING SCALE ACCORDING TO THE NUMBER OF GALLONS CONSUMED.

13/ FIVE CENTS PER GALLON REFUNDED ON NONHIGHWAY USES.

14/ FOUR CENTS PER GALLON REFUNDED ON MOTOR FUEL USED IN AGRICULTURE.

15/ MOTOR FUELS OTHER THAN GASOLINE.

16/ AGRICULTURAL USE EXEMPT FROM 6.5 CENTS OF TAX; ALL OTHER NONHIGHWAY USES EXEMPT FROM 4.5 CENTS OF TAX.

17/ FOUR CENTS PER GALLON REFUNDED ON MOTOR FUEL USED IN AVIATION.

18/ AMOUNTS DO NOT INCLUDE 280,000 GALLONS OF DIESEL FUEL USED FOR NONHIGHWAY PURPOSES, TAKED AT FULL RATE AND REFUNDED.

19/ RATE CHANGED FROM 5 CENTS TO 6 CENTS, JUNE 19.

20/ TWO CENTS REFUNDED ON MOTOR FUEL USED IN INTRASTATE AVIATION; 924,000 GALLONS TAKED AT 3 CENTS AND 583,000 GALLONS TAKED AT 4 CENTS.

21/ AMOUNTS GIVEN DO NOT INCLUDE 12,897,000 GALLONS OF DIESEL FUEL USED FOR NONHIGHWAY PURPOSES, TAKED AT FULL RATE AND DEDUCTED FROM GROSS REPORTED.

22/ WEIGHTED AVERAGE RATE.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCYANALYSIS OF MOTOR-FUEL USAGE IN CALENDAR YEAR 1946 \downarrow TABLE G-21, 1946
ISSUED JUNE 1947

STATE	PRIVATE AND COMMERCIAL USE			PUBLIC USE			SUMMARY OF TOTAL USAGE			LOSSES ALLOWED FOR EVAPORATION, HANDLING, ETC. $\frac{5}{\text{}}$	TOTAL QUANTITY CONSUMED IN STATE	STATE		
	HIGHWAY $\frac{2}{\text{}}$	NON-HIGHWAY $\frac{2}{\text{}}$	TOTAL	FEDERAL (HIGHWAY CIVILIAN USE ONLY) $\frac{3}{\text{}}$	STATE, COUNTY, AND MUNICIPAL $\frac{4}{\text{}}$		TOTAL PUBLIC USE	HIGHWAY	NON-HIGHWAY				TOTAL	
					HIGHWAY	NON-HIGHWAY								TOTAL
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	
	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	
ALABAMA	357,046	25,148	382,194	*896	6,211	2,070	8,281	9,177	364,153	27,218	391,371	5,946	397,317	ALABAMA
ARIZONA	151,475	15,274	166,749	1,235	2,238	746	2,984	4,219	154,948	10,026	170,968	1,702	172,670	ARIZONA
ARKANSAS	247,692	16,423	264,115	520	4,778	1,593	6,371	6,891	252,990	18,016	271,006	2,730	273,736	ARKANSAS
CALIFORNIA	2,402,440	277,576	2,680,016	3,771	22,300	7,433	29,733	33,504	2,428,511	285,009	2,713,520	13,617	2,727,137	CALIFORNIA
COLORADO	266,098	49,302	315,400	943	3,198	3,462	*6,660	7,603	270,239	52,764	323,003	4,932	327,935	COLORADO
CONNECTICUT	365,474	14,001	379,475	410	3,531	1,098	4,629	5,039	369,415	15,999	384,514	3,788	388,302	CONNECTICUT
DELAWARE	63,787	4,615	68,402	103	725	242	*967	1,070	64,615	4,857	69,472	1,324	70,796	DELAWARE
FLORIDA	478,207	64,133	542,340	828	8,190	2,730	10,920	11,748	437,225	66,863	504,088	7,352	501,440	FLORIDA
GEORGIA	488,459	36,934	525,393	1,032	5,711	1,904	7,615	8,647	495,202	38,838	534,040	2,363	536,403	GEORGIA
IDAHO	132,184	14,137	146,321	576	1,634	545	2,179	2,755	134,394	14,462	148,856	1,225	150,301	IDAHO
ILLINOIS	1,460,295	204,379	1,664,674	*2,144	9,596	3,199	12,795	14,994	1,472,055	207,578	1,679,633	25,545	1,705,178	ILLINOIS
INDIANA	754,694	108,846	863,540	582	6,233	2,078	8,311	8,893	761,509	110,924	872,433	13,139	885,572	INDIANA
IOWA	541,106	187,381	728,487	395	6,486	2,162	8,648	9,043	547,387	189,543	737,530	11,218	748,778	IOWA
KANSAS	385,521	194,542	580,063	349	5,857	1,952	7,809	8,158	392,197	196,494	588,691	8,837	597,528	KANSAS
KENTUCKY	386,284	7,161	393,445	452	5,132	1,711	6,843	7,295	391,868	8,872	400,740	5,044	405,784	KENTUCKY
LOUISIANA	343,591	13,758	357,349	570	3,792	1,264	5,056	5,626	347,953	15,022	362,975	5,495	368,470	LOUISIANA
MAINE	170,380	9,150	180,130	269	1,752	584	2,336	2,605	173,001	9,734	182,735	1,868	184,603	MAINE
MARYLAND	338,520	24,988	363,508	885	4,483	1,404	5,977	6,862	343,888	26,482	370,370	3,849	374,219	MARYLAND
MASSACHUSETTS	701,044	28,824	730,468	1,203	5,597	1,866	7,463	8,666	708,444	30,690	739,134	7,578	746,712	MASSACHUSETTS
MICHIGAN	1,196,021	206,840	1,402,861	970	21,544	7,181	28,725	29,695	1,218,535	214,021	1,432,556	20,128	1,452,684	MICHIGAN
MINNESOTA	566,446	131,708	698,154	725	5,448	1,816	7,264	8,039	572,869	133,524	706,393	10,570	716,963	MINNESOTA
MISSISSIPPI	282,960	11,357	294,317	612	3,710	1,237	4,947	5,559	287,282	12,594	299,876	4,534	304,410	MISSISSIPPI
MISSOURI	736,876	63,804	800,680	*1,016	4,281	1,427	5,708	6,724	744,173	65,231	809,404	12,280	821,684	MISSOURI
MONTANA	123,282	40,265	163,547	873	2,082	694	2,776	3,469	126,237	40,959	167,196	2,511	169,707	MONTANA
NEBRASKA	243,071	81,192	324,263	504	3,121	1,040	4,161	4,665	246,696	82,232	328,928	5,099	334,027	NEBRASKA
NEVADA	52,447	5,561	58,008	329	712	237	949	1,278	53,488	5,798	59,286	551	59,837	NEVADA
NEW HAMPSHIRE	96,256	1,907	98,163	124	1,550	517	2,067	2,191	97,930	2,424	100,354	1,165	101,519	NEW HAMPSHIRE
NEW JERSEY	854,879	57,595	912,474	903	7,981	2,660	*10,641	11,544	863,763	60,255	924,018	9,432	933,450	NEW JERSEY
NEW MEXICO	138,684	17,563	156,247	800	1,163	388	1,551	2,351	140,647	17,951	158,598	2,405	161,003	NEW MEXICO
NEW YORK	1,791,306	95,688	1,886,994	3,087	38,423	12,808	*51,231	54,319	1,832,816	108,196	1,941,312	18,795	1,960,107	NEW YORK
NORTH CAROLINA	578,261	27,635	605,896	814	17,147	5,716	22,863	23,677	596,222	31,351	627,573	6,232	633,805	NORTH CAROLINA
NORTH DAKOTA	94,047	122,001	216,048	*408	873	2,223	*3,096	3,504	95,328	124,224	219,552	2,884	222,436	NORTH DAKOTA
OHIO	1,459,888	104,043	1,563,931	1,331	18,696	6,232	24,928	26,259	1,479,915	115,275	1,595,190	24,266	1,619,456	OHIO
OKLAHOMA	385,472	114,452	499,924	702	6,172	2,324	8,496	9,298	393,146	116,776	509,922	3,963	513,885	OKLAHOMA
OREGON	334,018	40,683	374,701	1,111	4,056	1,352	5,408	6,294	334,190	42,035	376,225	3,885	380,110	OREGON
PENNSYLVANIA	1,549,629	63,218	1,612,847	1,729	15,374	5,126	20,505	22,234	1,566,737	88,344	1,655,081	12,555	1,667,636	PENNSYLVANIA
RHODE ISLAND	126,876	1,691	128,567	130	1,871	624	2,495	2,625	128,877	2,315	131,192	1,369	132,561	RHODE ISLAND
SOUTH CAROLINA	287,101	12,367	299,468	423	7,519	2,173	9,692	10,115	296,043	14,360	310,403	3,163	313,566	SOUTH CAROLINA
SOUTH DAKOTA	141,734	63,242	204,976	495	1,685	562	2,247	2,742	143,914	63,804	207,718	2,299	209,817	SOUTH DAKOTA
TENNESSEE	415,700	52,593	468,293	1,582	16,510	3,503	*16,013	15,595	427,792	56,096	483,888	4,714	488,602	TENNESSEE
TEXAS	1,506,116	240,429	1,746,545	2,347	22,105	5,931	*28,040	30,387	1,530,572	296,360	1,826,932	18,624	1,845,556	TEXAS
UTAH	133,662	11,112	144,774	613	1,938	613	2,451	3,064	136,413	11,725	148,138	2,108	150,246	UTAH
VERMONT	73,567	3,025	76,592	132	363	121	484	616	74,062	3,146	77,208	781	77,989	VERMONT
VIRGINIA	513,548	26,198	539,746	950	5,782	1,327	7,109	8,659	520,280	28,125	548,405	5,671	554,076	VIRGINIA
WASHINGTON	469,900	24,110	494,010	1,722	4,679	3,226	12,905	14,627	481,310	27,345	508,655	4,571	513,226	WASHINGTON
WEST VIRGINIA	248,873	4,615	253,488	*101	4,249	1,433	5,732	6,033	253,473	6,048	259,521	2,634	262,155	WEST VIRGINIA
WISCONSIN	614,627	100,668	715,295	713	8,210	2,737	10,947	11,660	623,550	103,405	726,955	10,856	737,811	WISCONSIN
WYOMING	77,609	14,378	91,987	420	1,097	366	1,463	1,883	79,126	14,744	93,870	956	94,826	WYOMING
DISTRICT OF COLUMBIA	139,709	1,318	141,027	1,222	1,087	362	1,449	2,671	142,018	1,680	143,698	448	144,146	DISTRICT OF COLUMBIA
TOTAL	25,269,041	3,112,859	28,381,900	44,326	115,631	114,689	450,320	444,646	25,648,998	3,227,548	28,876,546	324,919	29,201,465	TOTAL
PERCENTAGE	87.51	10.78	98.29	0.15	1.16	0.40	1.56	1.71	88.82	11.18	100.00	-	-	PERCENTAGE

1/ THE DATA GIVEN IN THIS TABLE ARE BASED ON REPORTS OF MOTOR-FUEL CONSUMPTION, SUBMITTED BY THE SEVERAL STATES AND THE DISTRICT OF COLUMBIA. THE GALLONAGES REPORTED HERE DIFFER IN SOME INSTANCES FROM THOSE IN TABLE G-2, 1946. GALLONAGES IN THE LATTER TABLE ARE, IN MOST INSTANCES, AS REPORTED BY THE STATES WITHOUT ADJUSTMENT FOR PERIOD OF USE, TIME LAG IN CLAIMING OF REFUNDS, ETC. TO MAKE THE ANALYSIS UNIFORM AND COMPLETE, IT WAS NECESSARY TO MAKE NUMEROUS ESTIMATES AND APPROXIMATIONS, MANY OF WHICH ARE DISCUSSED IN SUBSEQUENT NOTES.

2/ AMOUNTS OF HIGHWAY AND NONHIGHWAY USE WERE DETERMINED BY ANALYSIS OF DATA ON EXEMPTIONS AND REFUNDS. AS MOST STATES REPORT REFUNDS CERTIFIED OR PAID IN A GIVEN PERIOD AND NOT THE AMOUNT OF NONTAXABLE FUEL PURCHASED IN THE PERIOD, A PROCEDURE WAS ADOPTED WHEREBY THE MONTHLY SERIES OF REFUND ALLOWANCE WAS OFFSET ONE OR MORE MONTHS TO APPROXIMATE THE AMOUNT OF FUEL SUBJECT TO REFUND WHICH WAS PURCHASED DURING THE CALENDAR YEAR. FOR STATES WHICH REPORT NO EXEMPTIONS OR REFUNDS FOR NONHIGHWAY USE, ESTIMATES WERE BASED ON PLANNING SURVEY DATA, AND REPORTS OF HIGHWAY AND NONHIGHWAY USE IN ADJACENT STATES.

3/ THE AMOUNTS OF MOTOR FUEL EXEMPTED OR SUBJECT TO REFUND BECAUSE OF PURCHASE FOR FEDERAL USE WERE REPORTED BY ALL STATES EXCEPT THOSE INDICATED BY ASTERISKS (*) IN COLUMN 4. THE DATA GIVEN IN THIS COLUMN REPRESENT CIVILIAN HIGHWAY USE ONLY, AND ARE BASED ON THE REPORTS OF THE AGENCIES OF THE FEDERAL GOVERNMENT. GALLONAGES REPORTED BY THE STATES WERE IN MOST INSTANCES MORE THAN THOSE REPORTED BY THE FEDERAL AGENCIES, AND THE DIFFERENCE WAS ASCRIBED TO MILITARY USE AND NONHIGHWAY USE. GALLONAGE REPRESENTING THESE TWO USES HAS BEEN OMITTED FROM THE PUBLISHED PORTION OF THE MOTOR-FUEL ANALYSIS FOR 1946.

4/ IN THE MAJORITY OF STATES, MOTOR FUEL USED BY STATE, COUNTY, AND LOCAL GOVERNMENTS

IS TAXED IF USED FOR HIGHWAY PURPOSES, AND SUBJECT TO REFUND IF USED FOR NONHIGHWAY PURPOSES. FOR PROVISIONS OF STATE LAWS GOVERNING STATE, COUNTY, AND MUNICIPAL USE OF MOTOR FUEL, SEE TABLE G-105. WHERE THE AMOUNT WAS NOT REPORTED, HIGHWAY USE BY GOVERNMENT UNITS WAS ESTIMATED BY APPLYING TO THE NUMBER OF STATE, COUNTY, AND MUNICIPAL VEHICLES IN EACH STATE (SEE TABLE MV-7, 1946) THE FOLLOWING ASSUMED FACTORS: FOR AUTOMOBILES AVERAGE ANNUAL MILEAGE 8,882 AND AVERAGE MILES PER GALLON 15.2; FOR TRUCKS AND BUSES THE AVERAGE MILES PER GALLON 10.9 AND 7.3, RESPECTIVELY, AND THE AVERAGE ANNUAL MILEAGES WERE ESTIMATED FOR EACH STATE FROM TRUCK AND BUS INVENTORY DATA. AMOUNTS THIS COMPUTED WERE SEGREGATED FROM THE REPORTED TOTAL HIGHWAY USE, LEAVING PRIVATE AND COMMERCIAL HIGHWAY USE AS GIVEN IN COLUMN 1. NON-HIGHWAY USE IS GIVEN IN COLUMN 6 FOR ALL STATES, WITH THE EXCEPTION OF THE STATES INDICATED BY ASTERISKS (*) IN COLUMN 7. TOTAL STATE, COUNTY, AND MUNICIPAL USE WAS COMPUTED FROM THE HIGHWAY USE ESTIMATE IN COLUMN 5 ON THE ASSUMPTION THAT HIGHWAY USE WAS 75 PERCENT AND NON-HIGHWAY 25 PERCENT OF TOTAL USE.

5/ SOME STATES MAKE A FLAT PERCENTAGE ALLOWANCE FOR LOSSES IN STORAGE AND HANDLING, AND OTHERS ALLOW FOR ACTUAL LOSSES NOT TO EXCEED A SPECIFIC PERCENTAGE (SEE TABLE G-105). STILL OTHERS PERMIT DISTRIBUTORS TO CLAIM STOCK LOSSES IN RECONCILIATION OF INVENTORY, THUS EXEMPTING THE LOST GALLONAGE FROM TAXATION. LOSSES BY DESTRUCTION, WHEN REPORTED SEPARATELY, ARE ALSO INCLUDED IN THIS COLUMN. THE MAXIMUM ALLOWANCE USED IN THIS ANALYSIS TO COVER LOSSES IN STORAGE AND HANDLING WAS 15 PERCENT. WHERE ALLOWANCES WERE NOT REPORTED, ESTIMATES WERE MADE ON THE BASIS OF LEGAL PROVISIONS AND REPORTED PRACTICES. WHERE NO DEFINITE PERCENTAGE IS STIPULATED, AN ALLOWANCE OF 1 PERCENT WAS MADE.

TOTAL MOTOR-FUEL CONSUMPTION BY MONTHS IN 1946

TABLE G-22, 1946
ISSUED JUNE 1947

STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
ALABAMA	28,355	27,816	31,707	32,824	33,850	32,127	35,004	35,882	33,351	36,529	34,375	35,497	397,317	ALABAMA
ARIZONA	13,143	12,935	14,101	14,407	14,710	14,176	14,840	14,032	14,057	15,019	15,042	16,208	172,670	ARIZONA
ARKANSAS	18,712	18,185	21,758	20,934	24,231	25,141	25,366	24,362	23,356	25,892	23,101	24,573	273,736	ARKANSAS
CALIFORNIA	201,047	194,113	215,007	219,531	233,561	228,362	247,240	243,362	231,295	241,458	230,388	241,173	2,727,137	CALIFORNIA
COLORADO	19,398	18,906	24,487	26,617	29,249	30,699	36,196	37,303	29,917	28,289	21,166	25,108	327,935	COLORADO
CONNECTICUT	26,293	24,215	28,734	31,367	34,255	33,877	37,446	37,567	33,040	35,265	33,806	32,437	388,302	CONNECTICUT
DELAWARE	4,584	4,643	5,341	5,884	6,405	6,252	6,819	6,774	6,110	6,348	5,806	5,830	70,796	DELAWARE
FLORIDA	47,143	46,529	50,003	46,507	46,386	41,715	44,260	44,812	42,120	47,501	49,636	54,828	561,440	FLORIDA
GEORGIA	38,574	37,531	42,589	43,963	46,101	43,504	47,412	48,100	44,253	48,779	47,032	48,565	536,403	GEORGIA
IDAH0	7,587	7,789	10,021	12,928	13,858	14,197	15,547	16,815	14,255	14,255	11,553	10,810	150,301	IDAH0
ILLINOIS	107,555	104,131	132,328	158,668	152,051	153,858	149,814	149,814	140,037	159,003	143,451	136,534	1,705,578	ILLINOIS
INDIANA	60,199	54,448	66,499	83,303	79,914	78,663	86,460	78,176	72,905	81,386	71,268	78,351	885,572	INDIANA
IOWA	43,584	42,575	50,702	81,371	76,309	68,922	76,642	65,285	58,299	64,124	62,832	59,133	748,778	IOWA
KANSAS	35,686	34,676	33,399	46,824	52,156	66,257	68,614	52,339	53,342	47,875	40,893	45,467	597,528	KANSAS
KENTUCKY	27,562	27,192	31,969	33,488	34,829	33,106	39,111	35,896	36,032	37,538	33,392	35,669	405,784	KENTUCKY
LOUISIANA	27,246	25,630	29,151	30,275	31,287	29,650	32,069	33,528	30,813	34,861	32,634	31,326	368,470	LOUISIANA
MAINE	10,303	10,132	11,886	12,686	16,704	17,208	20,642	20,774	17,099	17,695	15,423	13,451	184,603	MAINE
MARYLAND	25,625	23,215	28,415	31,330	32,813	32,289	35,249	35,019	33,126	33,705	32,077	31,356	374,219	MARYLAND
MASSACHUSETTS	52,120	44,724	55,250	59,624	66,217	65,223	73,210	69,098	68,927	68,927	64,689	61,891	746,712	MASSACHUSETTS
MICHIGAN	94,931	86,380	103,562	125,760	129,675	124,058	144,726	140,286	125,335	131,358	121,055	124,968	1,455,684	MICHIGAN
MINNESOTA	41,783	37,259	45,594	64,128	69,561	64,705	73,823	75,562	65,012	66,810	61,184	51,542	716,963	MINNESOTA
MISSISSIPPI	19,596	20,190	25,655	26,436	26,094	23,956	28,748	25,716	26,683	26,683	26,698	26,458	304,410	MISSISSIPPI
MISSOURI	56,164	53,452	66,279	70,749	71,691	72,325	77,346	73,438	68,807	76,386	64,563	68,484	819,684	MISSOURI
MONTANA	7,371	12,175	16,895	15,727	15,792	13,659	22,010	14,995	14,153	11,851	8,474	10,405	169,707	MONTANA
NEBRASKA	21,682	20,378	24,554	28,412	30,088	29,532	36,495	33,381	26,813	27,808	26,302	28,582	334,437	NEBRASKA
NEVADA	3,470	3,656	4,018	4,607	5,315	5,832	6,133	5,986	5,323	5,323	4,626	4,491	59,827	NEVADA
NEW HAMPSHIRE	6,261	5,795	6,628	7,316	8,643	9,017	11,539	11,600	9,154	9,306	8,412	7,848	101,519	NEW HAMPSHIRE
NEW JERSEY	68,933	61,977	69,100	78,181	82,769	82,132	91,600	93,245	74,555	78,547	78,132	80,279	933,450	NEW JERSEY
NEW MEXICO	11,316	11,262	12,426	12,854	13,794	14,259	15,413	15,604	14,433	13,842	12,553	13,247	161,003	NEW MEXICO
NEW YORK	128,444	120,186	143,466	159,377	173,024	175,104	191,597	194,122	169,313	178,149	166,729	160,376	1,960,107	NEW YORK
NORTH CAROLINA	47,787	42,789	53,443	54,264	52,344	51,785	51,898	61,509	53,054	58,601	54,567	52,764	635,805	NORTH CAROLINA
NORTH DAKOTA	4,361	8,247	12,255	27,950	23,397	20,535	24,858	26,028	25,937	18,641	14,963	12,664	222,436	NORTH DAKOTA
OHIO	111,151	97,893	123,641	140,809	141,599	138,772	154,381	149,707	139,736	146,618	136,798	138,351	1,619,456	OHIO
OKLAHOMA	34,547	34,624	39,361	42,148	44,619	53,459	52,736	45,211	46,385	44,428	39,198	37,169	513,885	OKLAHOMA
OREGON	23,313	23,423	27,133	31,524	33,756	34,592	36,282	40,053	36,568	35,270	30,982	30,220	385,110	OREGON
PENNSYLVANIA	113,523	106,083	125,715	138,048	145,463	141,799	159,502	157,001	144,240	152,516	144,129	139,617	1,667,636	PENNSYLVANIA
RHODE ISLAND	9,496	8,199	10,390	10,714	11,920	11,393	12,704	12,476	11,609	11,439	11,398	10,823	132,561	RHODE ISLAND
SOUTH CAROLINA	28,265	21,825	24,619	25,061	26,130	25,231	28,394	28,560	26,241	28,125	27,186	28,127	311,764	SOUTH CAROLINA
SOUTH DAKOTA	11,682	9,766	14,271	22,337	19,842	24,137	22,551	24,137	18,495	19,081	15,619	14,650	279,817	SOUTH DAKOTA
TENNESSEE	35,355	31,154	43,047	37,104	38,197	45,035	39,631	40,633	46,785	44,094	49,599	39,798	488,602	TENNESSEE
TEXAS	131,106	129,416	143,913	160,181	159,100	161,769	175,467	156,114	152,213	159,800	153,582	156,895	1,845,556	TEXAS
UTAH	10,060	8,365	10,772	12,311	13,128	15,191	15,245	13,942	13,569	13,569	11,888	11,779	150,336	UTAH
VERMONT	4,392	4,392	5,044	5,616	6,920	6,848	8,804	7,192	7,385	6,502	5,774	5,774	77,989	VERMONT
VIRGINIA	37,039	39,096	43,012	46,794	45,223	47,155	50,769	53,839	46,785	42,949	54,624	44,791	554,076	VIRGINIA
WASHINGTON	33,294	32,635	37,882	42,197	44,829	45,039	50,181	51,754	46,726	45,931	40,184	40,574	511,226	WASHINGTON
WEST VIRGINIA	16,200	20,605	20,933	19,312	23,131	23,473	23,997	23,997	23,605	25,019	22,600	23,361	262,155	WEST VIRGINIA
WISCONSIN	47,458	39,878	48,929	70,848	70,848	64,147	77,420	74,204	65,278	69,655	59,957	55,288	737,811	WISCONSIN
WYOMING	5,778	4,963	5,914	7,371	8,035	9,110	11,267	11,923	8,640	7,781	7,435	6,609	94,826	WYOMING
DISTRICT OF COLUMBIA	10,951	10,254	11,453	11,941	12,542	12,070	12,568	12,422	11,605	13,031	12,485	12,824	144,146	DISTRICT OF COLUMBIA
TOTAL	1,960,984	1,882,497	2,208,923	2,488,130	2,568,536	2,556,584	2,817,933	2,730,750	2,505,329	2,616,445	2,440,988	2,424,966	29,201,465	TOTAL

1/ SEE TABLE G-21, ANALYSIS OF MOTOR-FUEL USAGE - 1946, AND TABLE G-23, HIGHWAY USE OF MOTOR FUEL BY MONTHS IN 1946. STATEMENTS OF MOTOR-FUEL CONSUMPTION BY MONTHS, AS COMPILED BY STATE AUTHORITIES, ARE BASED ON REPORTS OF DISTRIBUTORS. IN STATES INDICATED BY ASTERISKS (*) IN THIS COLUMN, MOTOR-FUEL TAX IS BASED ON QUANTITIES RECEIVED OR PRODUCED RATHER THAN ON DISTRIBUTION, AND MONTHLY FIGURES ARE NOT ACCURATELY INDICATIVE OF CONSUMPTION IN

MONTH BECAUSE OF FLUCTUATION OF INVENTORIES.
2/ IN-STATE PRODUCTION TAXED ON DISTRIBUTION BASIS; INSHIPMENTS TAXED ON ARRIVAL IN STATE.
3/ TAX PAYMENT ON RECEIPTS OR DISTRIBUTION BASIS, OPTIONAL WITH DISTRIBUTORS.

HIGHWAY USE OF MOTOR FUEL BY MONTHS IN 1946 ^{1/}TABLE G-23, 1946
ISSUED JUNE 1947PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	STATE
	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	
ALABAMA	27,007	26,551	30,056	28,850	30,276	28,542	31,612	32,510	30,280	33,329	32,019	33,121	364,153	ALABAMA
ARIZONA	12,326	11,684	12,407	13,127	12,833	12,448	13,458	12,320	12,543	13,869	13,379	14,554	154,948	ARIZONA
ARKANSAS	17,916	17,447	20,756	18,422	21,956	20,106	23,038	23,038	21,428	21,637	21,637	23,094	252,990	ARKANSAS
CALIFORNIA	168,534	172,594	197,416	200,430	213,297	210,240	224,497	219,990	206,850	212,977	199,130	202,851	2,428,511	CALIFORNIA
COLORADO	17,366	16,990	21,995	22,582	26,044	26,819	30,506	32,848	23,015	19,085	14,886	18,103	270,239	COLORADO
CONNECTICUT	25,057	22,802	27,591	29,955	32,372	32,275	35,571	35,980	31,521	33,556	31,862	30,943	369,415	CONNECTICUT
DELAWARE	4,313	4,389	4,956	5,433	5,894	5,726	6,346	6,257	5,150	5,606	4,950	5,225	64,615	DELAWARE
FLORIDA	41,471	41,216	44,218	40,874	40,305	36,253	37,864	38,402	36,006	40,793	42,685	47,138	487,225	FLORIDA
GEORGIA	37,150	36,279	41,052	39,497	41,178	38,338	42,910	43,853	40,150	44,607	43,972	45,916	495,202	GEORGIA
IDAHO	6,290	6,428	8,901	12,244	12,684	12,888	13,912	13,432	13,432	12,586	10,156	9,521	134,394	IDAHO
ILLINOIS	89,747	88,142	117,487	147,584	129,309	133,075	144,084	125,775	121,077	139,950	119,944	115,881	1,472,055	ILLINOIS
INDIANA	55,254	49,794	52,123	71,458	62,749	62,528	73,645	66,818	66,073	69,973	61,360	62,734	761,509	INDIANA
IOWA	29,386	30,954	43,734	67,477	53,490	44,081	57,133	42,107	39,155	48,700	52,077	39,693	547,987	IOWA
KANSAS	31,838	38,945	24,665	30,254	34,751	35,856	33,854	32,490	33,945	33,315	31,194	33,090	392,197	KANSAS
KENTUCKY	26,877	26,466	30,891	32,204	33,363	31,635	37,689	34,567	34,824	36,315	32,228	34,589	391,868	KENTUCKY
LOUISIANA	26,331	24,779	28,067	27,901	29,126	27,495	30,007	31,462	28,935	32,877	31,133	29,840	347,953	LOUISIANA
MAINE	10,467	9,740	11,382	12,173	16,069	16,534	19,698	19,683	15,120	15,635	14,033	12,477	173,001	MAINE
MARYLAND	24,206	21,850	26,274	27,458	29,661	29,385	32,039	30,559	30,559	30,965	29,800	29,775	343,888	MARYLAND
MASSACHUSETTS	49,523	41,216	52,371	56,384	62,754	61,154	61,033	65,361	62,709	65,574	62,037	60,258	708,444	MASSACHUSETTS
MICHIGAN	80,124	74,925	88,192	106,279	111,131	104,232	119,559	116,845	104,164	121,227	103,593	103,593	1,218,535	MICHIGAN
MINNESOTA	38,859	34,017	39,964	52,612	52,713	46,872	53,088	56,781	48,527	52,618	51,100	45,718	572,869	MINNESOTA
MISSISSIPPI	18,877	19,495	24,724	24,432	24,386	22,163	26,992	24,476	24,143	27,327	25,448	25,209	287,262	MISSISSIPPI
MISSOURI	48,980	48,484	57,505	61,766	63,597	65,261	71,421	68,306	64,403	71,205	60,091	64,154	742,173	MISSOURI
MONTANA	6,831	10,859	14,271	12,130	11,541	15,244	14,873	8,899	9,604	7,665	54,424	8,796	126,237	MONTANA
NEBRASKA	15,546	14,131	18,764	22,230	23,102	22,440	26,738	25,257	16,948	20,432	19,263	21,577	246,696	NEBRASKA
NEVADA	2,330	3,188	3,377	4,271	4,648	5,194	5,518	5,909	5,474	4,786	4,100	4,093	53,488	NEVADA
NEW HAMPSHIRE	6,021	5,589	6,444	7,067	8,374	8,714	11,224	11,267	8,805	8,959	8,039	7,437	97,930	NEW HAMPSHIRE
NEW JERSEY	57,968	57,374	62,682	71,433	76,007	75,921	84,975	86,847	69,196	73,306	72,651	75,343	863,763	NEW JERSEY
NEW MEXICO	10,304	10,264	9,796	11,529	12,021	12,320	13,398	13,851	12,756	12,209	10,014	12,115	140,647	NEW MEXICO
NEW YORK	119,102	110,846	135,130	151,328	164,246	165,971	181,617	183,091	150,480	163,423	155,470	147,512	1,832,816	NEW YORK
NORTH CAROLINA	45,293	40,492	50,508	56,459	48,662	48,074	48,894	58,023	50,042	54,724	50,922	50,124	596,232	NORTH CAROLINA
NORTH DAKOTA	3,708	7,260	7,260	8,541	6,970	8,003	9,684	9,084	9,806	9,163	8,623	7,607	95,328	NORTH DAKOTA
OHIO	105,152	115,139	128,319	128,319	129,402	125,045	137,664	135,078	126,636	133,834	126,751	124,956	1,479,915	OHIO
OKLAHOMA	24,870	27,872	31,270	32,880	33,771	34,216	36,804	34,915	33,075	34,484	33,045	30,944	393,146	OKLAHOMA
OREGON	20,770	21,028	24,368	28,510	30,570	31,701	33,991	36,051	31,249	29,849	26,121	24,972	339,190	OREGON
PENNSYLVANIA	106,449	99,850	119,107	131,767	138,190	134,933	152,192	148,117	132,433	140,203	134,623	128,866	1,566,737	PENNSYLVANIA
RHODE ISLAND	9,228	7,922	10,103	10,417	11,613	11,061	12,339	12,118	11,295	11,108	11,091	10,582	128,877	RHODE ISLAND
SOUTH CAROLINA	21,162	20,687	23,432	23,594	24,325	23,336	27,099	27,119	24,740	26,541	25,560	26,448	294,043	SOUTH CAROLINA
SOUTH DAKOTA	10,435	8,735	11,535	12,973	12,793	10,977	13,367	13,367	9,642	13,090	11,464	13,507	143,914	SOUTH DAKOTA
TENNESSEE	27,605	27,198	37,209	31,101	32,589	39,476	34,577	35,893	41,978	33,323	45,090	35,753	427,792	TENNESSEE
TEXAS	106,236	112,413	129,408	133,194	133,750	136,880	142,341	123,660	122,926	128,536	124,444	130,695	1,530,572	TEXAS
UTAH	9,325	8,361	9,979	11,320	12,154	12,366	13,871	13,929	12,406	11,812	10,492	10,398	136,413	UTAH
VERMONT	4,522	4,185	4,796	5,347	6,563	6,429	8,371	8,368	6,819	7,047	6,140	5,475	74,062	VERMONT
VIRGINIA	34,423	36,255	40,565	43,794	42,723	44,237	47,874	50,185	44,908	39,789	51,379	43,848	520,280	VIRGINIA
WASHINGTON	31,594	31,329	36,566	40,726	43,010	42,211	47,228	48,976	43,783	42,731	36,449	36,770	481,310	WASHINGTON
WEST VIRGINIA	12,459	15,723	19,845	20,147	18,663	22,469	23,618	23,146	22,809	24,251	21,845	22,658	253,473	WEST VIRGINIA
WISCONSIN	40,447	32,716	44,402	57,934	50,453	50,453	66,563	63,681	54,310	59,835	48,852	44,924	623,550	WISCONSIN
WYOMING	4,512	4,009	4,909	6,251	6,753	7,570	9,642	10,062	7,314	6,529	6,285	5,490	79,126	WYOMING
DISTRICT OF COLUMBIA	10,805	10,159	11,331	11,783	12,353	11,909	12,437	12,284	11,453	12,847	12,222	12,435	142,018	DISTRICT OF COLUMBIA
TOTAL	1,747,401	1,684,000	1,977,075	2,207,233	2,244,925	2,210,944	2,443,863	2,376,614	2,164,246	2,293,164	2,148,734	2,130,739	25,648,998	TOTAL

1/ SEE TABLE G-21, ANALYSIS OF MOTOR-FUEL USAGE, 1946 AND TABLE G-22, TOTAL MOTOR-FUEL CONSUMPTION BY MONTHS IN 1946. THE AMOUNTS OF HIGHWAY AND NON-HIGHWAY USE IN EACH MONTH WERE DETERMINED BY ANALYSIS OF DATA ON EXEMPTIONS AND REFUNDS REPORTED BY THE STATES. NUMEROUS APPROXIMATIONS WERE NECESSARY, OF WHICH THE FOLLOWING ARE THE MOST SIGNIFICANT: (1) FOR

STATES IN WHICH REFUNDS FOR NON-HIGHWAY USE WERE REPORTED BY MONTHS OF CERTIFICATION OR PAYMENT, THE REFUND SERIES WAS OFFSET ONE OR MORE MONTHS TO APPROXIMATE THE MONTH OF PURCHASE; (2) FOR STATES WHICH HAVE NO EXEMPTIONS OR REFUNDS FOR NON-HIGHWAY USE, ESTIMATES WERE BASED PRINCIPALLY ON REPORTS OF HIGHWAY AND NON-HIGHWAY USE IN ADJACENT STATES.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

NONHIGHWAY USE OF MOTOR FUEL IN 1946

ANALYSIS OF PRIVATE AND COMMERCIAL USE FOR OTHER THAN HIGHWAY PURPOSES

TABLE G-24, 1946
ISSUED JUNE 1947

STATE	TOTAL NON- HIGHWAY USE 1/	UNCLAS- SIFIED	CLASSIFIED									STATE
			TOTAL	AGRICUL- TURAL USE	OTHER USES							
					TOTAL	AVIATION	INDUSTRIAL AND COMMERCIAL 2/	CONSTRUC- TION WORK 2/	DOMESTIC	MARINE	MISCEL- LANEOUS	
	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	1,000 GALLONS	
ALABAMA	25,148	25,148	-	-	-	-	-	-	-	-	-	ALABAMA
ARIZONA	15,274	-	15,274	6,858	8,416	5,878	2,012	456	46	-	24	ARIZONA
ARKANSAS	16,423	16,423	-	-	-	(4/)	-	-	-	-	-	ARKANSAS
CALIFORNIA	277,576	277,576	-	-	-	-	-	-	-	-	-	CALIFORNIA
COLORADO	49,302	-	49,302	38,239	11,063	7,841	2,072	810	105	-	235	COLORADO
CONNECTICUT	14,001	-	14,001	525	13,476	506	10,024	2,624	7	315	-	CONNECTICUT
DELAWARE	4,615	-	4,615	3,072	1,543	623	699	-	2	219	-	DELAWARE
FLORIDA	64,133	64,133	-	-	-	(4/)	-	-	-	-	-	FLORIDA
GEORGIA	36,934	36,934	-	-	-	-	-	-	-	-	-	GEORGIA
IDAHO	14,137	14,137	-	-	-	(4/)	-	-	-	-	-	IDAHO
ILLINOIS	204,379	-	204,379	151,436	52,943	17,869	25,821	3,952	518	205	4,578	ILLINOIS
INDIANA	108,846	-	108,846	82,551	26,295	4,125	18,339	2,550	192	70	1,019	INDIANA
IOWA	187,381	-	187,381	174,769	12,612	1,724	8,583	1,649	-	-	656	IOWA
KANSAS	194,542	194,542	-	-	-	-	-	-	-	-	-	KANSAS
KENTUCKY	7,161	-	7,161	2,438	4,723	511	626	-	-	-	3,586	KENTUCKY
LOUISIANA	13,758	13,758	-	-	-	-	-	-	-	-	-	LOUISIANA
MAINE	9,150	-	9,150	3,592	5,558	1,084	2,097	-	-	2,377	-	MAINE
MARYLAND	24,988	-	24,988	15,776	9,212	2,387	560	3,684	12	2,569	-	MARYLAND
MASSACHUSETTS	28,824	-	28,824	1,405	27,419	4,449	21,675	-	-	1,295	-	MASSACHUSETTS
MICHIGAN	206,840	-	206,840	73,235	133,605	11,478	117,328	3,328	129	1,295	47	MICHIGAN
MINNESOTA	131,708	-	131,708	110,386	21,322	6,248	14,713	-	-	-	361	MINNESOTA
MISSISSIPPI	11,357	-	11,357	6,518	4,839	1,404	3,147	151	2	121	14	MISSISSIPPI
MISSOURI	63,804	-	63,804	45,087	18,717	10,522	371	2,141	-	-	5,683	MISSOURI
MONTANA	40,265	-	40,265	33,816	6,449	3,028	3,311	-	69	-	41	MONTANA
NEBRASKA	81,192	81,192	-	-	-	(4/)	-	-	-	-	-	NEBRASKA
NEVADA	5,561	-	5,561	1,303	4,258	2,233	1,070	-	-	-	955	NEVADA
NEW HAMPSHIRE	1,907	-	1,907	352	1,555	221	1,170	-	-	164	-	NEW HAMPSHIRE
NEW JERSEY	57,595	-	57,595	6,543	51,052	12,477	35,985	-	82	1,106	1,402	NEW JERSEY
NEW MEXICO	17,563	-	17,563	11,717	5,846	4,467	1,013	315	42	9	-	NEW MEXICO
NEW YORK	95,688	-	95,688	37,554	58,134	8,853	37,325	5,690	-	3,358	2,908	NEW YORK
NORTH CAROLINA	27,635	-	27,635	12,660	14,975	6,661	4,210	1,570	587	1,744	203	NORTH CAROLINA
NORTH DAKOTA	122,001	122,001	-	-	-	-	-	-	-	-	-	NORTH DAKOTA
OHIO	109,043	109,043	-	-	-	-	-	-	-	-	-	OHIO
OKLAHOMA	114,452	114,452	-	-	-	-	-	-	-	-	-	OKLAHOMA
OREGON	40,683	-	40,683	23,765	16,918	3,953	11,878	-	-	1,087	-	OREGON
PENNSYLVANIA	83,218	83,218	-	-	-	(4/)	-	-	-	-	-	PENNSYLVANIA
RHODE ISLAND	1,691	1,691	-	-	-	-	-	-	-	-	-	RHODE ISLAND
SOUTH CAROLINA	12,387	12,387	-	-	-	(4/)	-	-	-	-	-	SOUTH CAROLINA
SOUTH DAKOTA	63,242	-	63,242	59,908	3,334	1,045	2,165	-	-	-	124	SOUTH DAKOTA
TENNESSEE	57,593	52,593	-	-	-	(4/)	-	-	-	-	-	TENNESSEE
TEXAS	290,429	-	290,429	225,189	65,240	25,009	17,824	9,515	-	-	12,892	TEXAS
UTAH	11,112	11,112	-	-	-	(4/)	-	-	-	-	-	UTAH
VERMONT	3,025	3,025	-	-	-	-	-	-	-	-	-	VERMONT
VIRGINIA	26,198	-	26,198	8,117	18,081	8,020	4,084	2,753	-	1,770	1,454	VIRGINIA
WASHINGTON	24,119	-	24,119	10,595	13,524	1,204	5,743	3,717	-	2,367	493	WASHINGTON
WEST VIRGINIA	4,615	-	4,615	2,190	2,425	427	1,974	-	-	24	-	WEST VIRGINIA
WISCONSIN	100,668	-	100,668	70,425	30,243	2,686	17,314	-	-	-	10,243	WISCONSIN
WYOMING	14,378	14,378	-	-	-	(4/)	-	-	-	-	-	WYOMING
DISTRICT OF COLUMBIA	1,318	1,318	-	-	-	-	-	-	-	-	-	DISTRICT OF COLUMBIA
PARTIAL TOTALS 5/	-	-	1,863,798	1,220,021	643,777	156,933	373,133	44,905	1,793	20,095	46,918	PARTIAL TOTALS 5/
PERCENTAGE	-	-	100.0	65.46	34.54	-	-	-	-	-	-	PERCENTAGE
FULL TOTALS	3,112,852	1,249,061	1,863,798	-	-	-	-	-	-	-	-	FULL TOTALS

1/ DATA ON PRIVATE AND COMMERCIAL NONHIGHWAY USE OF MOTOR-VEHICLE FUEL WERE OBTAINED BY ANALYSIS OF REPORTED EXEMPTIONS AND REFUNDS. A COMPLETE AND UNIFORM CLASSIFICATION OF NONHIGHWAY USE IS IMPOSSIBLE BECAUSE (1) THERE ARE CONSIDERABLE DIFFERENCES AMONG THE STATES IN THE DEFINITIONS OF FLUIDS COMING WITHIN THE PURVIEW OF THE TAX, (2) SEVERAL STATES DO NOT ALLOW EXEMPTIONS OR REFUNDS FOR NONHIGHWAY USE OF MOTOR FUEL, (3) SOME STATES ALLOW EXEMPTIONS OR REFUNDS FOR CERTAIN NONHIGHWAY USES BUT FAILED TO REPORT THE TOTAL NONHIGHWAY USE, AND (4) SOME STATES FAILED TO REPORT A CLASSIFICATION OF EXEMPTIONS OR REFUNDS ACCORDING TO USE. ASTERISKS (*) INDICATE STATES FOR WHICH IT WAS NECESSARY TO ESTIMATE A PORTION, OR ALL, OF THE NONHIGHWAY USE. SEE TABLE G-21, ANALYSIS OF MOTOR-FUEL USAGE IN CALENDAR YEAR 1946, NOTE 2.

2/ IN ADDITION TO STATES IN WHICH NONHIGHWAY USES WERE FULLY CLASSIFIED, IDAHO AND TENNESSEE REPORTED 276,000 AND 16,635,000 GALLONS, RESPECTIVELY, OF INDUSTRIAL USE.

3/ "CONSTRUCTION" IS INCLUDED WITH "INDUSTRIAL AND COMMERCIAL" IN THE CLASSIFICATIONS OF SOME STATES.

4/ IN ADDITION TO THE STATES IN WHICH NONHIGHWAY USES WERE FULLY CLASSIFIED, THE FOLLOWING STATES REPORTED AMOUNTS OF AVIATION USE SEPARATELY, BECAUSE OF SPECIAL PROVISIONS GOVERNING EXEMPTIONS OR PAYMENT OF TAX: AMOUNTS IN 1,000 GALLONS - ARKANSAS, 2,332; FLORIDA, 30,703; IDAHO, 1,790; NEBRASKA, 3,793; PENNSYLVANIA, 8,107; SOUTH CAROLINA, 2,114; TENNESSEE, 8,797; UTAH 3,586; AND WYOMING, 4,140.

5/ TOTALS FOR 29 STATES FOR WHICH CLASSIFICATION OF NONHIGHWAY USE WAS REPORTED.

RELATIVE AMOUNTS OF MOTOR FUEL EXEMPTED OR REFUNDED FOR ALLEGED NONHIGHWAY USE $\sqrt{}$ TABLE 11-21.0
ISSUED JULY 1947

PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY						
EXEMPTED OR REFUNDED IN PERCENT OF TOTAL MOTOR FUEL CONSUMED DURING YEAR	STATES					
	1940	1941	1942	1943	1944	1945
0 - 4.9	ALABAMA, ARKANSAS, CONNECTICUT, FLORIDA, GEORGIA, KENTUCKY, MAINE, MASSACHUSETTS, MISSISSIPPI, NEBRASKA, NEW HAMPSHIRE, NORTH CAROLINA, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, SOUTH DAKOTA, TENNESSEE, UTAH, VERMONT, VIRGINIA, WEST VIRGINIA, WYOMING, DISTRICT OF COLUMBIA	ALABAMA, ARKANSAS, FLORIDA, GEORGIA, KENTUCKY, LOUISIANA, MISSISSIPPI, MAINE, MASSACHUSETTS, NEBRASKA, NEW HAMPSHIRE, NORTH CAROLINA, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, SOUTH DAKOTA, TENNESSEE, UTAH, VERMONT, VIRGINIA, WEST VIRGINIA, WYOMING, DISTRICT OF COLUMBIA	ALABAMA, ARKANSAS, FLORIDA, GEORGIA, KENTUCKY, LOUISIANA, MISSISSIPPI, MAINE, MASSACHUSETTS, NEBRASKA, NEW HAMPSHIRE, NORTH CAROLINA, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, SOUTH DAKOTA, TENNESSEE, UTAH, VERMONT, VIRGINIA, WEST VIRGINIA, WYOMING, DISTRICT OF COLUMBIA	ALABAMA, ARKANSAS, FLORIDA, GEORGIA, KENTUCKY, LOUISIANA, MISSISSIPPI, MAINE, MASSACHUSETTS, NEBRASKA, NEW HAMPSHIRE, NORTH CAROLINA, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, SOUTH DAKOTA, TENNESSEE, UTAH, VERMONT, VIRGINIA, WEST VIRGINIA, WYOMING, DISTRICT OF COLUMBIA	ALABAMA, ARKANSAS, FLORIDA, GEORGIA, KENTUCKY, LOUISIANA, MISSISSIPPI, MAINE, MASSACHUSETTS, NEBRASKA, NEW HAMPSHIRE, NORTH CAROLINA, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, SOUTH DAKOTA, TENNESSEE, UTAH, VERMONT, VIRGINIA, WEST VIRGINIA, WYOMING, DISTRICT OF COLUMBIA	ALABAMA, ARKANSAS, CONNECTICUT, FLORIDA, GEORGIA, KENTUCKY, LOUISIANA, MAINE, MASSACHUSETTS, MISSISSIPPI, NEBRASKA, NEW HAMPSHIRE, NORTH CAROLINA, PENNSYLVANIA, RHODE ISLAND, SOUTH CAROLINA, UTAH, VERMONT, WEST VIRGINIA, WYOMING, DISTRICT OF COLUMBIA
5.0 - 9.9	CALIFORNIA, DELAWARE, IDAHO, ILLINOIS, IOWA, KANSAS, MARYLAND, MICHIGAN, MISSOURI, NEVADA, NEW JERSEY, NEW YORK, OHIO, VIRGINIA, WASHINGTON, WISCONSIN	CALIFORNIA, CONNECTICUT, DELAWARE, ILLINOIS, IOWA, KANSAS, MARYLAND, MICHIGAN, MISSOURI, NEVADA, NEW JERSEY, NEW YORK, OHIO, VIRGINIA, WASHINGTON, WISCONSIN	CALIFORNIA, CONNECTICUT, DELAWARE, ILLINOIS, IOWA, KANSAS, MARYLAND, MICHIGAN, MISSOURI, NEVADA, NEW JERSEY, NEW YORK, OHIO, VIRGINIA, WASHINGTON, WISCONSIN	DELAWARE, MAINE, MASSACHUSETTS, MICHIGAN, MISSISSIPPI, MISSOURI, NEW HAMPSHIRE, NORTH CAROLINA, TENNESSEE, WASHINGTON, WEST VIRGINIA	DELAWARE, MAINE, MARYLAND, MASSACHUSETTS, MISSOURI, NORTH CAROLINA, TENNESSEE, VIRGINIA, WASHINGTON, WEST VIRGINIA	CONNECTICUT, DELAWARE, MAINE, MARYLAND, MASSACHUSETTS, MISSOURI, NEW YORK, OHIO, TENNESSEE, VIRGINIA, WASHINGTON
10.0 - 14.9	ARIZONA, MINNESOTA, NEW MEXICO, OKLAHOMA, OREGON, TEXAS	ARIZONA, CALIFORNIA, MINNESOTA, IDAHO, ILLINOIS, IOWA, KANSAS, NEW JERSEY, NEW MEXICO, OHIO, OREGON	ARIZONA, CALIFORNIA, CONNECTICUT, IDAHO, ILLINOIS, IOWA, KANSAS, NEW JERSEY, NEW MEXICO, OHIO, OREGON	CALIFORNIA, CONNECTICUT, IDAHO, ILLINOIS, MARYLAND, NEW YORK, OHIO, VIRGINIA	ARIZONA, CALIFORNIA, CONNECTICUT, IDAHO, MICHIGAN, NEW JERSEY, NEW YORK, OHIO, WISCONSIN	ARIZONA, CALIFORNIA, IDAHO, IOWA, NEVADA, NEW JERSEY, NEW MEXICO, OREGON
15.0 - 19.9	IDAHO	IDAHO, MINNESOTA, TEXAS	ARIZONA, CALIFORNIA, COLORADO, ILLINOIS, IOWA, KANSAS, MARYLAND, NEW JERSEY, NEW MEXICO, OHIO, OREGON	ARIZONA, COLORADO, IOWA, KANSAS, NEW JERSEY, NEW MEXICO, OHIO, OREGON, TEXAS, WISCONSIN	COLORADO, ILLINOIS, MICHIGAN, TEXAS, WISCONSIN	COLORADO, MINNESOTA, TEXAS
20.0 - 24.9	MONTANA, SOUTH DAKOTA	MONTANA, OKLAHOMA, SOUTH DAKOTA	MONTANA, OKLAHOMA, SOUTH DAKOTA	MINNESOTA, OKLAHOMA	MINNESOTA, OKLAHOMA	MONTANA, OKLAHOMA
25.0 - 29.9	KANSAS	KANSAS	KANSAS	IDAHO, MONTANA	IDAHO, MONTANA	IDAHO
30.0 - 34.9	KANSAS	KANSAS	KANSAS	SOUTH DAKOTA	MONTANA, SOUTH DAKOTA	KANSAS, SOUTH DAKOTA
35.0 - 39.9	KANSAS	KANSAS	KANSAS	KANSAS	KANSAS	KANSAS, SOUTH DAKOTA
40.0 - 44.9	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA
45.0 - 49.9	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA
50.0 - 54.9	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA
55.0 - 59.9	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA
60.0 - 64.9	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA	NORTH DAKOTA

 $\sqrt{}$ SOME STATES DO NOT ALLOW FULL REFUND OR EXEMPTION FOR ALLEGED NONHIGHWAY USE. GALLONS IN WHICH PARTIAL REFUNDS OR EXEMPTIONS WERE ALLOWED IS CLASSIFIED AS REFINED OR EXEMPT. DOES NOT INCLUDE EXEMPTED OR REFUNDED USE BY FEDERAL GOVERNMENT.

STATE AND FEDERAL GASOLINE TAX RATES BY YEARS ↓

PUBLIC INADS ADMINISTRATION
FEDERAL IRIS AGENCY

TABLE 1-1005 ISSUED AUGUST 1, 1967		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT. PER		LUM		CENT	
---------------------------------------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	-----------	--	-----	--	------	--

2/ THE FIRST YEAR IN WHICH GASOLINE TAXES WERE IN EFFECT IN ALL STATES DURING THE ENTIRE YEAR WAS 1930. WEIGHTED AVERAGES BASED ON THE NET GALLONS TAXED ARE SHOWN.

1/ THE TAX RATES GIVEN WERE IN EFFECT DECEMBER 31 FOR ALL YEARS EXCEPT 1947. THE 1947 TAX RATE GIVEN WERE IN EFFECT

AUGUST 1st TH

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE MOTOR-FUEL TAX RECEIPTS-1946

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE G-1, 1946
ISSUED APRIL 1947

STATE	TAX RATE PER GALLON ON DECEMBER 31	RECEIPTS FROM TAXATION OF MOTOR FUEL					OTHER RECEIPTS IN CONNECTION WITH MOTOR-FUEL TAX ^{2/}					NET TOTAL RECEIPTS	LESS TAX ON AVIATION GASOLINE ^{4/}	ADJUSTED NET TOTAL RECEIPTS	STATE
		GROSS TAX COLLECTIONS	DEDUCTIONS BY DISTRIBUTORS FOR EXPENSES ^{1/}	GROSS RECEIPTS BY STATE	REFUNDS PAID	NET RECEIPTS BY STATE	DISTRIBUTORS AND DEALERS LICENSES	INSPECTION FEES ^{2/}	FINES AND PENALTIES	MISCELLANEOUS RECEIPTS	TOTAL				
	CENTS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	
ALABAMA	6	22,811	-	22,811	-	22,811	-	96	-	-	96	22,907	-	22,907	ALABAMA
ARIZONA	5	8,510	-	8,510	941	7,569	-	-	16	-	16	7,585	-	7,585	ARIZONA
ARKANSAS	6.5	16,734	-	16,734	-	16,734	-	188	-	-	188	16,922	-	16,922	ARKANSAS
CALIFORNIA	3	79,092	-	79,092	8,200	70,892	19	-	-	6	25	70,917	-	70,917	CALIFORNIA
COLORADO	4	12,530	-	12,530	2,004	10,526	-	-	-	-	-	10,526	-	10,526	COLORADO
CONNECTICUT	3	11,245	-	11,245	172	11,073	51	-	3	-	54	11,127	-	11,127	CONNECTICUT
DELAWARE	4	2,723	-	2,723	209	2,514	2	-	-	-	2	2,516	-	2,516	DELAWARE
FLORIDA	7	35,987	-	35,987	-	35,987	41	651	-	-	692	36,579	-	36,579	FLORIDA
GEORGIA	6	31,276	312	30,964	205	30,759	34	-	-	-	34	30,793	-	30,793	GEORGIA
IDAH0	6	8,640	-	8,640	686	7,954	-	-	-	1	1	7,955	42	7,913	IDAH0
ILLINOIS	3	49,462	989	48,473	5,927	42,546	-	430	1	-	431	43,037	-	43,037	ILLINOIS
INDIANA	4	31,159	-	31,159	3,855	29,304	-	695	22	6	733	30,097	-	30,097	INDIANA
IOWA	4	28,229	-	28,229	5/ 6,749	21,480	30	-	5	-	35	21,515	-	21,515	IOWA
KANSAS	5/	15,955	-	15,955	-	15,955	5	127	-	19	151	16,106	-	16,106	KANSAS
KENTUCKY	5	19,375	193	19,182	159	19,013	-	-	9	-	9	19,022	-	19,022	KENTUCKY
LOUISIANA	7	24,889	-	24,889	-	24,889	-	117	3	-	120	25,009	-	25,009	LOUISIANA
MAINE	4	7,210	-	7,210	234	6,976	-	-	-	-	-	6,976	42	6,934	MAINE
MARYLAND	4	14,555	-	14,555	1,160	13,395	-	-	-	-	-	13,395	-	13,395	MARYLAND
MASSACHUSETTS	3	21,366	147	21,219	20,207	20,207	44	-	-	-	44	20,251	-	20,251	MASSACHUSETTS
MICHIGAN	3	38,333	-	38,333	3,147	35,186	7	-	2	-	9	35,195	269	34,926	MICHIGAN
MINNESOTA	4	27,052	-	27,052	4,734	22,318	1	239	-	-	240	22,557	121	22,437	MINNESOTA
MISSISSIPPI ^{2/}	6	17,486	-	17,486	553	16,933	-	-	-	86	36	17,019	-	17,019	MISSISSIPPI ^{2/}
MISSOURI	2	15,286	-	15,286	1,170	14,116	-	83	-	-	83	14,199	-	14,199	MISSOURI
MONTANA	5	8,186	-	8,186	1,959	6,227	-	5	-	-	5	6,232	-	6,232	MONTANA
NEBRASKA	5	15,941	116	15,825	862	14,963	26	105	-	31	162	15,125	194	14,931	NEBRASKA
NEVADA	4	2,282	-	2,282	163	2,119	-	30	-	-	30	2,149	-	2,149	NEVADA
NEW HAMPSHIRE	4	3,962	-	3,962	84	3,878	-	-	-	-	-	3,878	-	3,878	NEW HAMPSHIRE
NEW JERSEY	3	26,455	-	26,455	2,427	24,028	70	-	-	-	70	24,098	-	24,098	NEW JERSEY
NEW MEXICO	5	7,889	-	7,889	780	7,109	19	-	-	5	24	7,133	-	7,133	NEW MEXICO
NEW YORK	6	73,230	732	72,498	2,613	69,885	50	-	-	-	50	69,935	-	69,935	NEW YORK
NORTH CAROLINA	6	36,772	-	36,772	955	35,817	-	1,579	-	15	1,594	37,411	-	37,411	NORTH CAROLINA
NORTH DAKOTA	4	3,752	42	3,710	-	3,710	-	114	-	31	145	3,855	-	3,855	NORTH DAKOTA
OHIO ^{8/}	4	60,677	-	60,677	3,310	57,367	-	-	-	-	-	57,367	-	57,367	OHIO ^{8/}
OKLAHOMA	7.5	31,420	748	30,672	3	30,669	-	317	-	-	317	30,986	-	30,986	OKLAHOMA
OREGON	5	19,095	-	19,095	2,150	16,945	-	-	-	-	-	16,945	25	16,920	OREGON
PENNSYLVANIA	4	63,908	725	63,183	-	63,183	-	-	2	-	2	63,185	322	62,863	PENNSYLVANIA
RHODE ISLAND ^{9/}	3	4,224	-	4,224	384	3,840	3	-	-	-	3	3,843	-	3,843	RHODE ISLAND ^{9/}
SOUTH CAROLINA	6	18,178	-	18,178	221	17,957	-	426	-	-	426	18,383	126	18,257	SOUTH CAROLINA
SOUTH DAKOTA	4	8,044	244	7,800	2,462	5,338	-	70	-	-	70	5,408	42	5,366	SOUTH DAKOTA
TENNESSEE	7	32,398	-	32,398	1,115	31,283	59	1,832	-	-	1,891	33,174	603	32,571	TENNESSEE
TEXAS	4	73,647	734	72,913	12,603	60,310	-	-	-	15	15	60,325	-	60,325	TEXAS
UTAH	4	5,808	88	5,720	-	5,720	1	-	-	-	1	5,721	141	5,580	UTAH
VERMONT	4	3,026	-	3,026	-	3,026	-	-	-	-	-	3,026	-	3,026	VERMONT
VIRGINIA	10/ 6	30,307	-	30,307	1,734	28,573	-	-	2	1	3	28,576	51	28,525	VIRGINIA
WASHINGTON	5	24,916	-	24,916	1,308	23,608	1	-	-	11	12	23,620	-	23,620	WASHINGTON
WEST VIRGINIA ^{9/}	5	12,315	-	12,315	368	11,947	7	-	-	-	7	11,954	-	11,954	WEST VIRGINIA ^{9/}
WISCONSIN	4	27,819	-	27,819	3,582	24,236	-	207	7	-	214	24,450	-	24,450	WISCONSIN
WYOMING	4	3,704	-	3,704	-	3,704	2	-	-	4	3	3,710	165	3,545	WYOMING
DISTRICT OF COLUMBIA	3	4,166	-	4,166	40	4,126	3	-	-	-	3	4,129	-	4,129	DISTRICT OF COLUMBIA
TOTAL	11/ 4.16	1,143,925	5,070	1,138,855	80,250	1,058,605	475	7,371	142	231	8,219	1,066,824	2,143	1,064,681	TOTAL

1/ THE STATES FOR WHICH AMOUNTS ARE SHOWN MAKE ALLOWANCES TO DISTRIBUTORS FOR EXPENSES OF COLLECTING THE TAX. IN KENTUCKY, SOUTH DAKOTA, AND UTAH, ALLOWANCES OF 2-1/4, 4, AND 3 PERCENT, RESPECTIVELY, OF THE TAX OTHERWISE DUE ARE MADE IN CONSIDERATION OF BOTH EXPENSE OF COLLECTION AND GALLONAGE LOSSES IN HANDLING. IN THESE STATES, THE ALLOWANCES FOR EXPENSES ONLY HAVE BEEN ESTIMATED AS 1, 3, AND 1-1/2 PERCENT, RESPECTIVELY.

2/ IN ROUNDING TO THE NEAREST THOUSAND, ENTRIES UNDER FIVE HUNDRED DOLLARS HAVE BEEN OMITTED.

3/ FEES FOR INSPECTION OF MOTOR-VEHICLE FUEL. WHEREVER POSSIBLE, FEES FOR INSPECTION OF KEROSENE AND OTHER NON-MOTOR-VEHICLE FUELS HAVE BEEN ELIMINATED.

4/ AVIATION GASOLINE IN MOST STATES IS SUBJECT TO TAX REFUND OR EXEMPTION. SOME STATES, HOWEVER, LEVY A TAX AND ALLOCATE THE PROCEEDS FOR AVIATION PURPOSES, WHILE OTHERS TAX IT BUT DO NOT SEGREGATE THE PROCEEDS. AMOUNTS IN THIS COLUMN ARE FOR THOSE STATES WHICH TAX AVIATION GASOLINE AND ALLOCATE THE TAX FOR AVIATION PURPOSES.

5/ IN ORDER TO PREVENT A CUMULATIVE ERROR THIS FIGURE HAS BEEN ADJUSTED BY DEDUCTING \$383,000 TO ADJUST FOR OVERSTATEMENT OF REFUND PAYMENTS REPORTED FOR 1945. ACTUAL REFUND PAYMENTS IN 1945 AND 1946 WERE \$5,028,000 AND \$7,132,000, RESPECTIVELY.

6/ RATE CHANGED FROM 3 CENTS TO 4 CENTS MARCH 1.

7/ SPECIAL COUNTY TAXES OF 3 CENTS PER GALLON IN HANCOCK COUNTY AND 2 CENTS PER GALLON IN HARRISON AND JACKSON COUNTIES, AMOUNTING TO \$403,000 IN 1946, ARE IMPOSED FOR SEAWALL PROTECTION AND ARE NOT INCLUDED IN THIS TABLE.

8/ INCLUDES THE PROCEEDS OF THE REGULAR 3 CENTS PER GALLON MOTOR-FUEL TAX AND THE 1 CENT "LIQUID-FUELS TAX" WHICH APPLIES TO PRACTICALLY THE SAME GALLONAGE.

9/ AMOUNTS GIVEN DO NOT INCLUDE \$8,400 IN RHODE ISLAND AND \$645,000 IN WEST VIRGINIA COLLECTED AND REFUNDED FOR DIESEL FUEL USED FOR NONHIGHWAY PURPOSES.

10/ RATE CHANGED FROM 5 CENTS TO 6 CENTS JUNE 20.

11/ WEIGHTED AVERAGE RATE.

MOTOR-VEHICLE REGISTRATION AND FEES

Production of new motor vehicles in 1946 could not begin to meet demand, but the ability to keep older motor vehicles in use and the necessity to do so is amply demonstrated by 1946 motor-vehicle registrations. The registration of more than 33,945,000 vehicles was just under the record total of 1941. Both trucks and busses, produced throughout the war, exceeded the 1941 records, but automobiles still fell 1,424,000 short of the 1941 total.

The motor-vehicle registration years of the States vary considerably, but most begin either January 1 or April 1. In order to obtain uniformity, the registration data given in table MV-1 are for the twelve consecutive months of the calendar year. The differences between registrations on this basis and those of the actual State registration years are small and from a statistical standpoint are of little significance.

Registration practices vary considerably among the States. Several States register busses with trucks or automobiles. Some register tractor-semitrailers as one unit, while others register the tractor and the semitrailer separately. Many States are unable to segregate house trailers or other light trailers from heavy commercial trailers and semitrailers. Only a few register diesel vehicles separately. In addition to those major differences, the practices of the States in classifying vehicles differ considerably in the registration of taxicabs, station wagons, and special-type vehicles released by the military services; and in one State - Vermont - trucks of less than 1,500 pounds capacity are registered with automobiles. In many cases, therefore, it is necessary to supplement the data supplied by the States with information obtained from special studies and trade sources.

The motor-vehicle registrations given in the following tables do not include

transfers or re-registrations. Insofar as possible, these and all other items that might cause duplication have been removed. The number of motor vehicles registered during the same year in two or more States cannot be determined from data now available, but the total number is believed to be relatively small.

For publicly-owned vehicles, only totals are given in table MV-1. Further classification of these vehicles is given in table MV-7. License plates for publicly-owned vehicles are usually issued free or for a nominal charge, and since no question of fee is involved, the States in many cases do not keep detailed records. Where State records do not give the information, it is necessary to estimate the segregation between automobiles, trucks, and busses in table MV-7.

The taxes and fees connected with motor-vehicle registration are given in table MV-2, and special taxes on motor carriers are given in table MC-1. The diversity of the numerous taxes and fees collected by the States makes it necessary to group the taxes and fees into broad, general classes, the most important of which is, of course, registration fees. The special "titling" taxes listed in table MV-2 do not include the proceeds of general sales taxes; nor do they include the proceeds of special taxes that are parallel to, and at the same rate as, existing sales taxes. Generally speaking, all amounts reported in table MV-2 are from special taxes or fees levied only upon motor-vehicle users. Taxes applicable to the general public, and collected from motor-vehicle owners as well as others, are not included. Some of the highway-user taxes included in table MV-2 are later used for nonhighway purposes. It is their source, however, rather than the purpose for which they are expended, that determines their inclusion in this table.

PUBLICLY OWNED VEHICLES IN THE UNITED STATES-1946

TABLE MV-7, 1946
ISSUED APRIL 1947PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

COMPILED FOR THE CALENDAR YEAR

STATE	FEDERAL 1/										STATE, COUNTY, AND MUNICIPAL 2/					ALL PUBLICLY OWNED VEHICLES		STATE
	MOTOR VEHICLES										MOTOR VEHICLES					TOTAL VEHICLES	TOTAL INCLUDING TRAILERS AND MOTOR-CYCLES	
	AUTO-MOBILES	BUSSES	TRUCKS AND TRUCK TRACTORS	TOTAL	MOTOR-CYCLES	TRAILERS AND SEMI-TRAILERS	TOTAL	AUTO-MOBILES	BUSSES	TRUCKS AND TRUCK TRACTORS	TOTAL	TRAILERS AND SEMI-TRAILERS	MOTOR-CYCLES	TOTAL	TOTAL VEHICLES	TOTAL INCLUDING TRAILERS AND MOTOR-CYCLES		
ALABAMA	422	2	723	1,147	-	34	1,181	958	1,738	3,338	6,034	44	92	6,170	7,181	7,351	ALABAMA	
ARIZONA	615	70	1,525	2,210	-	16	2,226	697	2,44	2,274	2,215	164	29	2,408	4,425	4,694	ARIZONA	
ARKANSAS	238	2	620	860	-	5	865	340	2,147	1,413	3,900	69	24	3,993	4,760	4,958	ARKANSAS	
CALIFORNIA	2,231	24	4,043	6,298	4	48	6,350	11,646	650	23,038	35,234	2,535	1,761	39,630	41,632	45,280	CALIFORNIA	
COLORADO	581	11	1,247	1,839	2	30	1,871	816	647	2,584	4,047	-	-	4,047	5,886	5,918	COLORADO	
CONNECTICUT	115	-	257	372	-	-	372	1,963	62	2,924	4,949	432	160	5,151	5,321	5,913	CONNECTICUT	
DELAWARE	23	-	92	113	-	14	115	450	5	470	925	110	80	1,115	1,038	1,230	DELAWARE	
FLORIDA	435	5	703	1,143	-	14	1,157	1,740	1,229	4,412	7,381	379	182	7,942	8,524	9,099	FLORIDA	
GEORGIA	722	11	345	1,078	-	7	1,085	832	1,342	3,533	5,707	71	209	5,987	7,385	7,672	GEORGIA	
IDaho	268	12	1,040	1,320	-	21	1,341	362	207	1,279	1,848	102	8	1,958	3,168	3,299	IDaho	
ILLINOIS	718	9	1,399	2,126	-	5	2,131	3,040	540	7,920	11,500	334	411	12,245	13,626	14,376	ILLINOIS	
INDIANA	232	3	477	712	-	4	717	1,203	792	4,710	7,693	347	202	8,455	8,568	9,121	INDIANA	
IOWA	152	4	320	476	-	1	477	1,400	1,985	4,536	7,693	524	63	8,280	8,169	8,757	IOWA	
KANSAS	131	9	383	563	-	6	589	1,400	561	4,201	5,756	-	-	5,756	6,466	6,889	KANSAS	
KENTUCKY	245	6	459	710	-	19	729	1,190	584	4,683	3,157	121	100	3,378	4,098	4,327	KENTUCKY	
LOUISIANA	402	6	533	941	-	7	949	1,595	2,088	1,809	2,584	297	111	2,992	2,934	3,342	LOUISIANA	
MAINE	143	1	206	350	-	-	350	1,437	123	3,363	4,514	100	35	4,614	4,664	5,110	MAINE	
MARYLAND	489	9	788	1,286	-	15	1,301	2,028	3,517	16,003	22,022	-	-	22,022	23,297	23,299	MARYLAND	
MASSACHUSETTS	284	2	907	1,293	-	3	1,296	4,502	1,517	6,924	8,214	-	-	8,214	8,000	8,543	MASSACHUSETTS	
MICHIGAN	454	19	808	1,275	-	2	1,277	1,222	1,533	4,559	6,924	369	157	7,460	4,982	5,053	MICHIGAN	
MINNESOTA	396	5	655	1,056	-	17	1,073	1,019	914	1,951	3,884	41	6	3,921	4,982	5,053	MINNESOTA	
MISSISSIPPI	228	8	862	1,098	-	24	1,122	1,106	667	1,926	2,357	154	17	2,511	4,087	4,250	MISSISSIPPI	
MISSOURI	507	4	773	1,284	-	2	1,286	1,106	667	1,926	2,357	154	17	2,511	4,087	4,250	MISSOURI	
MONTANA	544	8	1,178	1,730	-	9	1,739	431	-	-	-	-	-	-	-	-	MONTANA	
NEBRASKA	264	3	427	694	-	11	705	690	200	2,728	3,618	394	51	4,063	4,312	4,768	NEBRASKA	
NEVADA	198	9	426	633	-	30	663	233	58	804	1,140	15	12	1,167	1,773	1,930	NEVADA	
NEW HAMPSHIRE	39	-	120	159	-	-	159	548	5	1,867	2,420	40	-	2,460	2,579	2,619	NEW HAMPSHIRE	
NEW JERSEY	277	2	642	901	-	15	916	4,085	-	7,427	11,512	-	-	11,512	12,884	13,264	NEW JERSEY	
NEW MEXICO	334	19	312	1,325	-	25	1,354	404	-	951	1,255	-	1	1,256	2,580	2,610	NEW MEXICO	
NEW YORK	962	11	1,812	2,785	-	4	2,790	8,623	2,777	17,125	28,565	1,209	950	30,684	31,512	33,474	NEW YORK	
NORTH CAROLINA	414	10	796	1,220	-	11	1,231	1,800	5,468	6,654	13,962	1,050	100	15,072	16,303	16,303	NORTH CAROLINA	
NORTH DAKOTA	223	34	398	655	-	5	660	245	29	829	1,103	-	1	1,104	1,758	1,764	NORTH DAKOTA	
OHIO	514	14	989	1,517	-	10	1,530	5,066	7,215	9,779	22,040	1,169	338	23,567	23,577	25,097	OHIO	
OKLAHOMA	563	14	655	1,232	-	20	1,252	1,150	2,430	3,456	7,156	185	-	7,341	8,388	8,593	OKLAHOMA	
OREGON	579	7	1,561	2,146	-	30	2,182	1,606	938	3,234	5,778	-	-	5,778	7,924	7,960	OREGON	
PENNSYLVANIA	623	8	1,073	1,704	-	5	1,712	7,414	650	11,566	22,630	1,042	473	24,145	24,354	25,857	PENNSYLVANIA	
RHODE ISLAND	34	-	82	116	-	3	119	593	50	1,000	1,643	28	94	1,765	1,759	1,884	RHODE ISLAND	
SOUTH CAROLINA	167	-	445	615	-	7	622	786	1,341	3,385	5,512	-	82	5,594	6,127	6,216	SOUTH CAROLINA	
SOUTH DAKOTA	238	37	592	867	-	9	876	334	150	1,331	1,815	164	19	1,998	2,682	2,874	SOUTH DAKOTA	
TENNESSEE	708	7	1,172	1,887	-	104	1,991	1,093	819	3,483	5,395	2	7	5,404	7,282	7,395	TENNESSEE	
TEXAS	1,634	29	2,007	3,670	-	37	3,719	3,663	6,007	10,849	20,519	717	303	21,539	24,189	25,258	TEXAS	
UTAH	971	4	718	1,723	-	35	1,758	523	268	1,306	2,097	-	36	2,152	3,120	3,310	UTAH	
VERMONT	95	1	102	198	-	3	201	78	-	518	626	-	-	626	824	827	VERMONT	
VIRGINIA	425	16	1,035	1,476	-	13	1,499	3,859	1,433	2,666	7,938	194	173	8,305	9,414	9,604	VIRGINIA	
WASHINGTON	1,103	7	1,756	2,866	-	53	2,921	2,434	1,520	6,320	10,274	365	222	10,861	13,140	13,782	WASHINGTON	
WEST VIRGINIA	118	2	277	417	-	1	418	927	1,226	4,916	4,916	51	11	4,978	5,333	5,396	WEST VIRGINIA	
WISCONSIN	258	10	613	881	-	1	882	1,405	726	8,186	10,317	268	319	10,904	11,198	11,786	WISCONSIN	
WYOMING	226	3	641	870	-	5	875	1,426	171	1,426	1,426	127	-	1,553	2,296	2,428	WYOMING	
DISTRICT OF COLUMBIA	578	11	949	1,538	-	6	1,545	1,168	-	741	1,909	103	97	2,109	3,447	3,704	DISTRICT OF COLUMBIA	
TOTAL	21,779	482	41,164	63,425	101	734	64,260	91,369	53,166	219,225	365,760	13,495	7,392	384,647	427,185	448,907	TOTAL	

1/ ONLY THE VEHICLES OF THE CIVILIAN BRANCHES OF THE FEDERAL GOVERNMENT ARE GIVEN IN THIS TABLE.

VEHICLES OF THE NAVY AND WAR DEPARTMENTS, AND THE MARITIME COMMISSION, ARE NOT INCLUDED.

2/ THIS INFORMATION, COMPILED CHIEFLY FROM REPORTS OF STATE AUTHORITIES, IS INCOMPLETE IN MANY CASES. SOME STATES GIVE STATE-OWNED VEHICLES ONLY; OTHERS EXCLUDE FROM REGISTRATION CERTAIN CLASSES.

SUCH AS FIRE APPARATUS AND POLICE VEHICLES. FOR THE STATES NOT REPORTING STATE, COUNTY, AND MUNICIPAL VEHICLES SEPARATELY FROM PRIVATE AND COMMERCIAL VEHICLES, AND THOSE REPORTING UNSPECIFIED TOTALS ONLY, CLASSIFICATION BY VEHICLE TYPES HAS BEEN APPROXIMATED ON THE BASIS OF OTHER AVAILABLE DATA.

3/ INCLUDES 841 AUTOMOBILES OF THE DIPLOMATIC CORPS.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCYNUMBER AND CLASSIFICATION OF TRUCKS AND TRACTOR TRUCKS REGISTERED IN 1946 ^{1/}TABLE MV-9, 1946
ISSUED MAY 1947

STATE	PRIVATE AND COMMERCIAL					PUBLICLY OWNED			GRAND TOTAL	STATE
	GASOLINE			DIESEL TRUCKS AND TRACTOR TRUCKS 2/	TOTAL	BY FEDERAL GOVERNMENT	BY STATE, COUNTY, AND MUNICIPAL GOVERNMENTS	TOTAL		
	TRUCKS 2/	TRACTOR TRUCKS	TOTAL							
ALABAMA	103,837	-	103,837	-	103,837	723	3,338	4,061	107,898	ALABAMA
ARIZONA	35,044	-	35,044	-	35,044	1,525	1,274	2,799	37,843	ARIZONA
ARKANSAS	94,241	-	94,241	-	94,241	620	1,413	2,033	96,274	ARKANSAS
CALIFORNIA	411,831	15,148	426,979	4,440	431,419	4,043	23,038	27,081	458,500	CALIFORNIA
COLORADO	82,356	2,227	84,583	281	84,864	1,247	2,584	3,831	88,695	COLORADO
CONNECTICUT	75,353	1,765	77,118	52	77,170	257	2,924	3,181	80,351	CONNECTICUT
DELAWARE	14,559	-	14,559	-	14,559	90	470	560	15,119	DELAWARE
FLORIDA	117,566	-	117,566	58	117,624	703	4,412	5,115	122,739	FLORIDA
GEORGIA	122,114	-	122,114	-	122,114	945	3,533	4,478	126,592	GEORGIA
IDAHO	45,441	-	45,441	-	45,441	1,040	1,279	2,319	47,760	IDAHO
ILLINOIS	241,628	-	241,628	-	241,628	1,399	7,920	9,319	250,947	ILLINOIS
INDIANA	154,762	11,547	166,309	-	166,309	477	4,710	5,187	171,496	INDIANA
IOWA	113,156	3,390	116,546	-	116,546	320	4,536	4,856	121,402	IOWA
KANSAS	142,087	-	142,087	-	142,087	383	4,300	4,683	146,770	KANSAS
KENTUCKY	100,568	-	100,568	-	100,568	459	4,201	4,660	105,228	KENTUCKY
LOUISIANA	92,169	-	92,169	-	92,169	533	1,683	2,216	94,385	LOUISIANA
MAINE	56,496	702	57,198	-	57,198	206	1,809	2,015	59,213	MAINE
MARYLAND	80,532	3,881	84,413	-	84,413	788	1,671	2,459	86,872	MARYLAND
MASSACHUSETTS	129,293	-	129,293	-	129,293	907	6,155	7,062	136,355	MASSACHUSETTS
MICHIGAN	176,880	-	176,880	-	176,880	808	14,003	14,811	191,691	MICHIGAN
MINNESOTA	131,237	-	131,237	-	131,237	665	4,559	5,224	136,461	MINNESOTA
MISSISSIPPI	95,146	247	95,393	143	95,536	862	1,951	2,813	98,349	MISSISSIPPI
MISSOURI	184,868	-	184,868	-	184,868	773	2,676	3,449	188,317	MISSOURI
MONTANA	53,720	448	54,168	128	54,296	1,178	1,926	3,104	57,400	MONTANA
NEBRASKA	85,087	-	85,087	57	85,144	427	2,728	3,155	88,299	NEBRASKA
NEVADA	10,790	-	10,790	-	10,790	426	804	1,230	12,020	NEVADA
NEW HAMPSHIRE	31,889	-	31,889	-	31,889	120	1,867	1,987	33,876	NEW HAMPSHIRE
NEW JERSEY	171,021	-	171,021	-	171,021	622	7,427	8,049	179,070	NEW JERSEY
NEW MEXICO	34,855	-	34,855	-	34,855	912	851	1,763	36,618	NEW MEXICO
NEW YORK	362,993	-	362,993	-	362,993	1,812	17,125	18,937	381,930	NEW YORK
NORTH CAROLINA	123,748	-	123,748	-	123,748	796	6,654	7,450	131,198	NORTH CAROLINA
NORTH DAKOTA	53,754	-	53,754	114	53,868	398	829	1,227	55,095	NORTH DAKOTA
OHIO	240,013	-	240,013	44	240,057	989	9,779	10,768	250,825	OHIO
OKLAHOMA	128,124	-	128,124	-	128,124	655	3,456	4,111	132,235	OKLAHOMA
OREGON 4/	9,418	-	98,418	607	99,025	1,561	3,234	4,795	103,820	OREGON 4/
PENNSYLVANIA	315,953	13,582	329,535	-	329,535	1,073	14,566	15,639	345,174	PENNSYLVANIA
RHODE ISLAND	25,554	-	25,554	-	25,554	82	1,000	1,082	26,636	RHODE ISLAND
SOUTH CAROLINA	74,304	-	74,304	18	74,322	448	3,385	3,833	78,155	SOUTH CAROLINA
SOUTH DAKOTA	42,162	-	42,162	-	42,162	592	1,331	1,923	44,085	SOUTH DAKOTA
TENNESSEE	101,522	-	101,522	76	101,598	1,172	3,483	4,655	106,253	TENNESSEE
TEXAS	369,409	-	369,409	-	369,409	2,007	10,849	12,856	382,265	TEXAS
UTAH	31,318	-	31,318	-	31,318	748	1,306	2,054	33,372	UTAH
VERMONT 5/	13,007	-	13,007	-	13,007	102	548	650	13,657	VERMONT 5/
VIRGINIA	116,746	-	116,746	-	116,746	1,035	2,666	3,701	120,447	VIRGINIA
WASHINGTON	116,533	640	117,173	-	117,173	1,756	6,320	8,076	125,249	WASHINGTON
WEST VIRGINIA	63,942	-	63,942	-	63,942	277	2,763	3,040	66,982	WEST VIRGINIA
WISCONSIN	160,940	-	160,940	-	160,940	613	8,186	8,799	169,739	WISCONSIN
WYOMING	22,669	1,508	24,177	-	24,177	641	962	1,603	25,780	WYOMING
DISTRICT OF COLUMBIA	14,954	-	14,954	-	14,954	949	741	1,690	16,644	DISTRICT OF COLUMBIA
TOTAL	5,664,589	55,085	5,719,674	6,018	5,725,692	41,164	219,225	260,389	5,986,081	TOTAL

^{1/} THE REGISTRATIONS GIVEN IN THIS TABLE ARE AS REPORTED BY THE STATES IN MOST INSTANCES, BUT HAVE BEEN SUPPLEMENTED IN SOME CASES BY ESTIMATES BASED ON OTHER SOURCES.

^{2/} WHERE REGISTRATION IS NOT AVAILABLE ALL FREIGHT VEHICLES, REGARDLESS OF TYPE, ARE SHOWN IN THIS COLUMN.

^{3/} MANY STATES WERE UNABLE TO REPORT DIESEL VEHICLES

SEPARATELY. WHERE NO FIGURE IS GIVEN IN THIS COLUMN, DIESEL TRUCKS ARE INCLUDED WITH GASOLINE-POWERED VEHICLES.

^{4/} INCLUDES ALL TRAILERS.

^{5/} DOES NOT INCLUDE TRUCKS UNDER 1,500 POUNDS CAPACITY, WHICH ARE REGISTERED WITH PASSENGER CARS IN VERMONT.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

NUMBER AND CLASSIFICATION OF BUSES REGISTERED IN 1946 1/

TABLE MV-10, 1946
ISSUED MAY 1947

STATE	PRIVATELY OWNED					PUBLICLY OWNED			GRAND TOTAL	STATE
	COMMERCIAL BUSES		SCHOOL BUSES	NOT STATED	TOTAL	BY FEDERAL GOVERNMENT	BY STATE, COUNTY, AND MUNICIPAL GOVERNMENTS 3/	TOTAL		
	GASOLINE	DIESEL 2/								
ALABAMA	1,849	-	1,482	-	3,331	2	1,738	1,740	5,071	ALABAMA
ARIZONA	-	-	-	648	648	70	244	314	962	ARIZONA
ARKANSAS	941	-	73	-	1,014	2	2,147	2,149	3,163	ARKANSAS
CALIFORNIA	5,332	1,121	-	-	6,453	24	650	674	7,127	CALIFORNIA
COLORADO	638	8	288	-	934	11	647	658	1,592	COLORADO
CONNECTICUT	1,563	136	756	-	2,455	-	62	62	2,517	CONNECTICUT
DELAWARE	-	-	-	425	425	-	5	5	430	DELAWARE
FLORIDA	1,791	82	382	-	2,255	5	1,229	1,234	3,489	FLORIDA
GEORGIA	1,916	-	1,513	-	3,429	11	1,342	1,353	4,782	GEORGIA
IDAHO	251	-	-	-	251	12	207	219	470	IDAHO
ILLINOIS	-	-	-	3,382	3,382	9	540	540	3,931	ILLINOIS
INDIANA	2,248	-	4,074	-	6,322	3	792	795	7,117	INDIANA
IOWA	830	-	238	-	1,068	4	1,955	1,959	3,027	IOWA
KANSAS	-	-	-	510	510	9	600	609	1,119	KANSAS
KENTUCKY	-	-	-	2,632	2,632	6	561	567	3,199	KENTUCKY
LOUISIANA	964	-	2,309	-	3,273	6	284	290	3,563	LOUISIANA
MAINE	444	-	400	-	844	1	180	181	1,025	MAINE
MARYLAND	1,799	-	1,055	-	2,854	9	120	129	2,983	MARYLAND
MASSACHUSETTS	-	-	-	5,782	5,782	2	31	33	5,815	MASSACHUSETTS
MICHIGAN	-	-	-	1,750	1,750	13	3,517	3,530	5,280	MICHIGAN
MINNESOTA	859	-	1,000	-	1,859	5	1,153	1,158	3,017	MINNESOTA
MISSISSIPPI	3,509	116	1,043	-	4,668	8	914	922	5,590	MISSISSIPPI
MISSOURI	2,280	159	1,091	-	3,530	4	667	671	4,201	MISSOURI
MONTANA	374	5	272	-	651	8	(4/)	8	659	MONTANA
NEBRASKA	673	38	-	-	711	3	200	203	914	NEBRASKA
NEVADA	150	-	-	-	150	9	58	67	217	NEVADA
NEW HAMPSHIRE	-	-	-	616	616	-	5	5	621	NEW HAMPSHIRE
NEW JERSEY	5,963	-	-	-	5,963	2	(4/)	2	5,965	NEW JERSEY
NEW MEXICO	1,119	-	742	-	1,861	19	(4/)	19	1,880	NEW MEXICO
NEW YORK	-	-	-	10,510	10,510	11	2,777	2,788	13,298	NEW YORK
NORTH CAROLINA	2,883	-	-	-	2,883	10	5,468	5,478	8,361	NORTH CAROLINA
NORTH DAKOTA	262	6	-	-	268	34	29	63	331	NORTH DAKOTA
OHIO	2,908	411	-	-	3,319	14	7,215	7,229	10,548	OHIO
OKLAHOMA	1,312	-	596	-	1,908	14	2,530	2,544	4,452	OKLAHOMA
OREGON	-	-	-	1,466	1,466	7	938	945	2,411	OREGON
PENNSYLVANIA	5,700	-	3,150	-	8,850	8	650	658	9,508	PENNSYLVANIA
RHODE ISLAND	688	-	135	-	823	-	50	50	873	RHODE ISLAND
SOUTH CAROLINA	3,300	96	-	-	3,396	-	1,341	1,341	4,737	SOUTH CAROLINA
SOUTH DAKOTA	-	-	-	233	233	37	150	187	420	SOUTH DAKOTA
TENNESSEE	3,249	153	-	-	3,402	7	819	826	4,228	TENNESSEE
TEXAS	-	-	-	2,014	2,014	29	6,007	6,036	8,050	TEXAS
UTAH	-	-	-	341	341	4	268	272	613	UTAH
VERMONT	176	-	285	-	461	1	(4/)	1	462	VERMONT
VIRGINIA	1,992	-	967	-	2,959	16	1,433	1,449	4,408	VIRGINIA
WASHINGTON	1,337	212	-	-	1,549	7	1,520	1,527	3,076	WASHINGTON
WEST VIRGINIA	1,315	-	33	-	1,348	2	1,226	1,228	2,576	WEST VIRGINIA
WISCONSIN	1,405	-	593	-	1,998	10	726	736	2,734	WISCONSIN
WYOMING	249	-	191	-	440	3	171	174	614	WYOMING
DISTRICT OF COLUMBIA	2,148	-	-	-	2,148	11	-	11	2,159	DISTRICT OF COLUMBIA
TOTAL	64,417	2,543	22,668	30,309	119,937	482	53,166	53,648	173,585	TOTAL

1/ THIS TABLE GIVES BUS REGISTRATIONS REPORTED BY THE STATES, SUPPLEMENTED WHERE POSSIBLE BY PUBLIC ROADS ADMINISTRATION ESTIMATES BASED ON OTHER DATA. THE FIGURES FOR MANY STATES APPEAR QUESTIONABLE, AND ARE INCONSISTENT IN SOME RESPECTS. THEY ARE, HOWEVER, THE BEST AVAILABLE AT THE PRESENT, AND ARE PRESENTED FOR SUCH INFORMATIONAL VALUE AS THEY MAY HAVE.

2/ MANY STATES WERE UNABLE TO REPORT DIESEL VEHICLES

SEPARATELY. WHERE NO FIGURE IS GIVEN IN THIS COLUMN, DIESEL BUSES ARE INCLUDED WITH THOSE PROPELLED BY GASOLINE.

3/ NEARLY ALL OF THE VEHICLES LISTED IN THIS COLUMN ARE SCHOOL BUSES, BUT OTHERS, SUCH AS THOSE USED IN CONNECTION WITH OTHER PUBLIC INSTITUTIONS, ARE INCLUDED.

4/ INFORMATION NOT AVAILABLE. PUBLICLY-OWNED BUSES INCLUDED WITH TRUCKS IN MONTANA, NEW JERSEY AND NEW MEXICO AND WITH PASSENGER CARS IN VERMONT.

STATE MOTOR-VEHICLE RECEIPTS-1946

TABLE MV-2, 1946
ISSUED MAY 1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES 1/

STATE	REGISTRATION FEES										MISCELLANEOUS RECEIPTS							STATE		
	MOTOR VEHICLES					OTHER VEHICLES					TOTAL	DEALERS AND CHAUF-FAURS PERMITS	CERTIFICATE OF TITLE FEES	SPECIAL TITLING TAXES 2/	FINES, PENALTIES	TRANSFER OR REGISTRATION FEES	EXTRA SERVICE CHARGES, LOCAL COLLECTIONS 2/	CARRIAGE FEES 4/	OTHER RECEIPTS UNCLASSIFIED REFUNDS	TOTAL
	AUTO-MOBILES (INCLUDING TAXICABS)	BUSES	TRUCKS AND TRACTORS	TOTAL	TRAILERS	MOTOR-CYCLES	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS
ALABAMA	6,357	4,008	1,836	6,104	93	17	3	137	3	2,216	3	137	107	-	373	-	221	-	9	743
ARIZONA	1,905	423	776	1,262	236	5	14,923	14	50	4,297	53	339	-	-	4	21	-	109	10	412
ARKANSAS	4,857	184	4,076	4,076	215	4	3,179	53	339	3,179	146	130	-	-	4	734	-	429	1,169	5,600
CALIFORNIA 5/	27,417	(6)	5,976	32,406	3,165	208	2,527	6	2,423	2,527	28	237	186	-	-	237	-	-	80	610
COLORADO	1,794	(6)	933	2,527	70	13	5,586	86	2,039	5,586	86	2,039	35	-	132	131	-	-	80	2,493
CONNECTICUT	3,420	229	1,939	5,588	59	2	9,431	8	1,050	9,431	8	1,050	359	-	103	-	167	-	25	2,493
DELAWARE	1,410	488	969	3,867	830	43	11,217	34	1,283	11,217	34	1,283	-	-	-	-	-	-	25	2,493
FLORIDA	14,558	545	3,627	11,217	830	43	11,217	34	1,283	11,217	34	1,283	-	-	-	-	-	-	25	2,493
GEORGIA	3,641	1,293	787	2,403	402	7	773	37	940	773	37	940	-	-	-	16	-	-	36	1,059
IDAH0	1,720	621	773	1,411	117	117	1,411	38	71	1,411	38	71	66	-	6	-	-	-	7	183
ILLINOIS	26,488	15,088	9,055	24,143	358	38	24,539	139	967	24,539	139	967	420	-	-	220	-	-	197	1,949
INDIANA	13,223	7,037	2,252	9,507	801	31	10,339	82	1,955	10,339	82	1,955	229	-	66	-	446	-	-	2,884
IOWA	13,427	7,286	4,823	12,228	362	17	12,607	102	690	12,607	102	690	-	-	-	125	-	-	-	890
KANSAS	4,926	2,913	1,531	4,244	141	22	4,408	45	693	4,408	45	693	134	-	128	-	370	-	38	516
KENTUCKY	6,726	1,628	351	3,444	867	15	3,444	5	179	3,444	5	179	-	-	1,754	-	-	-	1	3,077
LOUISIANA	4,500	1,146	2,010	3,533	867	15	3,533	5	179	3,533	5	179	-	-	-	-	-	-	101	285
MAINE	4,671	2,285	37	3,781	44	7	3,832	67	598	3,832	67	598	-	-	21	-	-	-	36	833
MARYLAND	7,992	3,522	918	4,827	333	11	5,171	58	374	5,171	58	374	215	-	1,020	-	-	-	-	2,628
MASSACHUSETTS	8,211	2,793	1,856	4,867	49	6	4,922	59	3	4,922	59	3	-	-	-	143	-	-	-	3,289
MICHIGAN	26,672	14,445	21,939	1,973	1,973	40	2,852	95	1,450	2,852	95	1,450	769	-	-	342	-	-	-	2,820
MINNESOTA	10,290	6,139	2,303	9,112	554	13	9,685	66	192	9,685	66	192	-	-	215	-	-	-	132	605
MISSISSIPPI	3,016	1,547	1,681	3,742	33	9	3,784	11	184	3,784	11	184	-	-	31	-	-	-	6	232
MISSOURI	12,264	7,746	2,950	10,700	167	32	10,869	100	424	10,869	100	424	486	-	-	185	-	-	94	1,365
MONTANA	1,244	913	1,319	1,351	141	2	1,351	24	184	1,351	24	184	45	-	96	-	-	-	11	400
NEBRASKA	3,685	1,405	1,665	3,119	74	7	3,205	40	181	3,205	40	181	121	-	-	39	-	-	77	480
NEVADA	450	136	158	355	22	1	375	3	31	375	3	31	-	-	6	-	-	-	9	72
NEW HAMPSHIRE	3,114	1,423	2,219	2,642	(2/)	7	2,642	29	1,434	2,642	29	1,434	-	-	84	-	-	-	18	566
NEW JERSEY	24,873	11,728	3,425	16,815	805	19	17,639	71	4,844	17,639	71	4,844	393	-	358	-	-	-	1,029	6,834
NEW MEXICO	2,239	765	794	1,701	127	127	1,830	12	247	1,830	12	247	34	-	-	-	-	-	15	489
NEW YORK	35,447	35,870	453	14,276	1,269	73	48,941	159	6,550	48,941	159	6,550	-	-	495	-	-	-	662	8,506
NORTH CAROLINA	11,055	5,714	253	4,390	749	26	11,132	50	150	11,132	50	150	213	-	100	-	-	-	1	523
NORTH DAKOTA	1,705	731	650	1,469	4	2	1,475	21	65	1,475	21	65	22	-	77	-	-	-	7	250
OHIO	35,431	16,931	11,122	29,785	2,558	105	31,448	242	1,089	31,448	242	1,089	401	-	80	-	1,745	-	337	4,043
OKLAHOMA	8,954	3,249	2,271	6,484	1,217	26	7,725	77	460	7,725	77	460	353	-	-	-	373	-	-	1,229
OREGON	4,855	1,801	2,323	4,206	(10/)	11	4,217	40	124	4,217	40	124	288	-	117	-	-	-	79	638
PENNSYLVANIA	35,216	17,644	1,080	30,854	1,278	51	32,183	303	3,902	32,183	303	3,902	1,771	-	6	-	-	-	323	7,033
RHODE ISLAND	3,518	1,289	698	2,770	8	7	2,785	15	626	2,785	15	626	-	-	-	-	-	-	39	733
SOUTH CAROLINA	3,094	1,078	1,427	2,427	270	4	2,701	45	252	2,701	45	252	-	-	30	-	-	-	22	393
SOUTH DAKOTA	1,327	897	240	1,196	72	2	1,270	21	-	1,270	21	-	21	-	-	-	-	-	15	57
TENNESSEE	7,835	3,228	701	3,949	(7/)	16	6,294	25	156	6,294	25	156	-	-	189	-	186	-	43	841
TEXAS	34,312	15,229	614	19,210	2,248	66	26,367	87	1,034	26,367	87	1,034	515	-	4,146	-	-	-	103	5,945
UTAH	1,689	640	978	1,514	(3/)	2	1,516	22	57	1,516	22	57	70	-	2	-	-	-	11	173
VERMONT	2,930	2,492	25	11/ 816	73	5	2,837	28	337	2,837	28	337	319	-	-	-	-	-	-	394
VIRGINIA	5,830	1,940	2,164	8,188	684	22	8,436	69	189	8,436	69	189	-	-	-	-	-	-	-	627
WASHINGTON	5,399	1,591	1,979	3,038	420	13	4,271	18	324	4,271	18	324	129	-	148	-	169	-	44	1,128
WEST VIRGINIA	8,175	4,444	1,739	5,744	133	11	6,008	66	248	6,008	66	248	177	-	1,454	-	-	-	26	2,067
WISCONSIN	15,419	9,776	4,115	14,223	674	23	14,223	62	221	14,223	62	221	5	-	-	-	-	-	13	493
WYOMING	858	329	347	688	85	1	774	9	-	774	9	-	-	-	-	-	-	-	64	84
DISTRICT OF COLUMBIA	1,710	661	452	1,169	31	4	1,204	17	293	1,204	17	293	-	-	-	-	-	-	125	506
TOTAL	520,780	260,010	9,134	147,582	23,317	1,067	141,010	2,886	36,500	147,582	2,886	36,500	7,920	9,051	4,433	6,196	3,677	763	5,446	78,870

1/ RECEIPTS FOR REGISTRATION PERIODS ENDING NOT EARLIER THAN NOVEMBER 30 AND NOT LATER THAN JANUARY 31 ARE CONSIDERED CALENDAR YEAR RECEIPTS. IN CASES WHERE THE REGISTRATION PERIOD IS DEFINITELY REMOVED FROM THE CALENDAR YEAR, RECEIPTS ARE REPORTED FOR THE CALENDAR YEAR PREVIOUS.

2/ IN MANY STATES COUNTY OFFICIALS ARE CHARGED WITH THE COLLECTION OF THESE FEES. FEES ARE NOT INCLUDED.

3/ OPERATORS, LICENSEES, ETC. SOME OF THESE CHARGES ARE INCLUDED IN REGISTRATION AND OTHER FEES. THE AMOUNTS SHOWN IN THIS COLUMN ARE ESTIMATES OF THESE CHARGES THAT ARE COLLECTED AND RETAINED BY LOCAL OFFICIALS AND NOT REPORTED ELSEWHERE IN THIS TABLE.

4/ FEES CHARGED FOR THE PRIVILEGE OF TRANSPORTING VEHICLES TO BE SOLD ARE USUALLY TERMED CARRIAGE FEES, BUT ARE ALSO KNOWN AS IN-TRANSIT LICENSES, TOWING FEES, AND SPECIAL LICENSES.

5/ FEES OF TRUCKS UNDER 1,500 POUNDS CAPACITY INCLUDED WITH THOSE OF PASSENGER CARS.

6/ BUS FEES INCLUDED WITH THOSE OF TRUCKS.

7/ TRAILER FEES INCLUDED WITH THOSE OF TRUCKS.

8/ TRAILER FEES INCLUDED WITH THOSE OF TRUCKS.

9/ TRAILER FEES INCLUDED WITH THOSE OF TRUCKS.

10/ TRAILER FEES INCLUDED WITH THOSE OF TRUCKS.

11/ FEES OF TRUCKS UNDER 1,500 POUNDS CAPACITY INCLUDED WITH THOSE OF PASSENGER CARS.

12/ REGISTRATION FEES INCLUDE PROCEEDS OF STATE "VEHICLE LICENSE FEES," \$19,535,000, IMPOSED IN ADDITION TO REGISTRATION FEES OF \$16,200,000.

13/ BUS FEES INCLUDED WITH THOSE OF TRUCKS.

14/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

15/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

16/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

17/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

18/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

19/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

20/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

21/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

22/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

23/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

24/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

25/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

26/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

27/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

28/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

29/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

30/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

31/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

32/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

33/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

34/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

35/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

36/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

37/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

38/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

39/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

40/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

41/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

42/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

43/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

44/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

45/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

46/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

47/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

48/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

49/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

50/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

51/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

52/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

53/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

54/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

55/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

56/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

57/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

58/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

59/ TRAILERS PERMITTED BUT NOT REQUIRED TO REGISTER.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE MOTOR-CARRIER TAX RECEIPTS-1946

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE MC-1, 1946
ISSUED APRIL 1947

STATE	PROCEEDS OF STATE IMPOSTS ON MOTOR VEHICLES OPERATED FOR HIRE, AND OTHER MOTOR CARRIERS 1/						TOTAL	STATE
	GROSS RECEIPTS TAXES 2/	MILEAGE TON-MILE, AND PASSENGER- MILE TAXES	SPECIAL LICENSE FEES AND FRANCHISE TAXES 3/		CERTIFI- CATE OR PERMIT FEES 3/	MISCEL- LANEOUS RECEIPTS		
			ON WEIGHT OR CAPACITY BASIS	ON FLAT RATE BASIS				
	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	
ALABAMA	-	630	-	-	15	-	645	ALABAMA
ARIZONA	581	-	-	-	-	-	581	ARIZONA
ARKANSAS	-	-	-	-	4	-	4	ARKANSAS
CALIFORNIA	8,147	-	-	-	206	-	8,353	CALIFORNIA
COLORADO	-	1,171	-	-	16	-	1,187	COLORADO
CONNECTICUT	669	-	-	73	1	-	743	CONNECTICUT
DELAWARE 4/	-	-	-	-	-	-	-	DELAWARE 4/
FLORIDA	-	561	-	25	35	-	621	FLORIDA
GEORGIA	-	-	-	118	9	-	127	GEORGIA
IDAHO	67	-	46	-	1	-	114	IDAHO
ILLINOIS 4/	-	-	-	-	-	-	-	ILLINOIS 4/
INDIANA	-	-	-	169	13	-	182	INDIANA
IOWA	-	-	339	77	-	-	416	IOWA
KANSAS	-	1,569	-	-	-	-	1,569	KANSAS
KENTUCKY	-	260	400	-	81	5/ 55	796	KENTUCKY
LOUISIANA	279	-	-	-	23	18	320	LOUISIANA
MAINE	-	-	-	8	11	1	20	MAINE
MARYLAND 6/	-	-	-	-	-	-	-	MARYLAND 6/
MASSACHUSETTS	-	-	-	139	35	5/ 9	183	MASSACHUSETTS
MICHIGAN	-	651	-	-	23	-	674	MICHIGAN
MINNESOTA	-	-	-	-	47	-	47	MINNESOTA
MISSISSIPPI	-	94	-	-	7	66	167	MISSISSIPPI
MISSOURI	-	-	600	-	-	-	600	MISSOURI
MONTANA	67	-	-	20	4	2	93	MONTANA
NEBRASKA	-	-	-	41	6	-	47	NEBRASKA
NEVADA	-	-	373	62	-	37	472	NEVADA
NEW HAMPSHIRE	-	-	-	6	-	-	6	NEW HAMPSHIRE
NEW JERSEY	-	100	-	-	-	-	100	NEW JERSEY
NEW MEXICO	-	501	-	-	5	-	506	NEW MEXICO
NEW YORK	-	-	-	1	10	12	23	NEW YORK
NORTH CAROLINA	1,502	-	-	-	3	-	1,505	NORTH CAROLINA
NORTH DAKOTA	-	3	-	15	36	-	54	NORTH DAKOTA
OHIO	-	-	722	-	-	-	722	OHIO
OKLAHOMA	-	411	-	-	27	-	438	OKLAHOMA
OREGON	888	985	900	-	46	13	2,832	OREGON
PENNSYLVANIA	10	-	-	-	-	-	10	PENNSYLVANIA
RHODE ISLAND	-	-	-	43	1	-	44	RHODE ISLAND
SOUTH CAROLINA	-	367	62	-	-	5/ 8	437	SOUTH CAROLINA
SOUTH DAKOTA	-	8	781	-	24	-	815	SOUTH DAKOTA
TENNESSEE	-	-	277	-	3	-	280	TENNESSEE
TEXAS	-	-	78	189	17	-	284	TEXAS
UTAH 4/	-	-	-	-	-	-	-	UTAH 4/
VERMONT 4/	-	-	-	-	-	-	-	VERMONT 4/
VIRGINIA	721	-	-	-	14	-	735	VIRGINIA
WASHINGTON	33	-	239	31	52	34	389	WASHINGTON
WEST VIRGINIA	-	279	-	-	-	-	279	WEST VIRGINIA
WISCONSIN	-	-	1,794	303	-	-	2,097	WISCONSIN
WYOMING	-	510	-	61	-	-	571	WYOMING
DISTRICT OF COLUMBIA	-	180	-	270	-	-	450	DISTRICT OF COLUMBIA
TOTAL	12,964	8,280	6,611	1,651	775	257	30,538	TOTAL

1/ COMPLETE CLASSIFICATION OF MOTOR-CARRIER TAX RECEIPTS IS NOT AVAILABLE IN ALL STATES. THE CLASSIFIED RECEIPTS, IN SOME CASES, INCLUDE MISCELLANEOUS SMALL RECEIPTS NOT CLASSIFIED.

2/ NUMEROUS STATES IMPOSE TAXES ON THE GROSS RECEIPTS OF MOTOR CARRIERS IN CONNECTION WITH GENERAL STATE SALES TAXES OR TAXES ON ALL TRANSPORTATION COMPANIES OR PUBLIC UTILITIES. THIS COLUMN INCLUDES ONLY THE PROCEEDS OF GROSS RECEIPTS TAXES REPORTED BY THE STATES AS SPECIAL TAXES ON MOTOR CARRIERS.

3/ IT IS SOMETIMES DIFFICULT TO MAKE A DISTINCTION BETWEEN THE THREE CLASSES OF RECEIPTS LISTED IN THE THIRD, FOURTH AND FIFTH COLUMNS OF FIGURES. IN GENERAL, THE PROCEEDS OF SPECIAL WEIGHT OR CAPACITY TAXES AND TAXES

IMPOSED AT A FLAT RATE PER VEHICLE ARE INCLUDED UNDER SPECIAL LICENSE FEES AND FRANCHISE TAXES. APPLICATION OR FILING FEES REQUIRED FOR THE ISSUANCE OF CERTIFICATES OF CONVENIENCE AND NECESSITY TO COMMON CARRIERS AND CORRESPONDING PERMITS TO CONTRACT AND OTHER MOTOR CARRIERS ARE INCLUDED UNDER CERTIFICATE OR PERMIT FEES.

4/ NO SPECIAL TAXES ON MOTOR CARRIERS REPORTED.

5/ MOTOR-CARRIER DRIVERS LICENSES.

6/ TON-MILE AND PASSENGER-MILE TAXES PAID BY MOTOR CARRIERS IN LIEU OF REGISTRATION FEES INCLUDED IN TABLE MV-2, STATE MOTOR-VEHICLE RECEIPTS - 1946.

7/ INCLUDES RECEIPTS FROM MILEAGE TAXES WHICH CAN BE PAID IN LIEU OF WEIGHT TAXES AT OPTION OF CARRIER, AMOUNT NOT REPORTED.

HIGHWAY TAXATION

A highway-user tax is defined as a special tax or fee paid only by motor-vehicle users, because of their use of the highways. Highway-user taxes include motor-fuel taxes, motor-vehicle registration and associated fees, and special taxes applicable only to motor carriers. Highway-user taxes are in addition to, and do not include, property, excise, business, or other taxes paid by the general public.

For analytical purposes each type of revenue has been traced to its ultimate allocation or disposition. In many States, specific revenues or portions of revenues from each type of highway-user tax are dedicated to particular highway purposes. A number of States, however, place all highway-user revenues in a highway fund, and a few have a general State fund into which go all types of revenues. For the latter group of States, each particular

appropriation or expenditure for highway purposes is considered to have been made from motor-fuel taxes, motor-vehicle registration fees, and motor-carrier taxes in proportion to the relative amounts of revenue received from each of these three sources.

Disposition of the motor-fuel tax is reported in table G-3; that of motor-vehicle registration fees is given in table MV-3; and that of motor-carrier taxes in table MC-2. The purpose of these tables and of table DF, which is a summary of them, is to follow the proceeds of the individual highway-user taxes to their eventual allocation for specific purposes.

The funds allocated for various purposes as shown on these four tables are in agreement with the highway-user revenues reported in the State highway finance (SF) series of tables.

COMPILED FOR CALENDAR YEAR 1934 REPORTS OF STATE AUTHORITIES

[illegible]

SEE TABLE 1 FOR ANALYSIS OF RESULTS

SEE TABLE 9-9 FOR DETAILS OF COLLECTION COSTS.
MOTOR-VEHICLE TAXES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER REVENUES IN A FUND FROM WHICH A DISTRIBUTION IS MADE. THIS TABLE INCLUDES BOTH SPECIFIC DEDICATIONS AND BUDGET-MATCH-FUEL ALLOCMENTS FOR CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS UNDER STATE CONTROL. THE INCLUDED "NET" FOR NORTH CAROLINA IS \$17,219,000; VIRGINIA \$14,329,000; NORTH CAROLINA \$17,219,000; VIRGINIA \$14,329,000; NORTH CAROLINA \$17,219,000; VIRGINIA \$14,329,000.
OBLIGATIONS TO REPURCHASE COUNTIES AND OTHER LOCAL GOVERNMENTS FOR THEIR CONTRIBUTION TO THE COST OF FUNDS NOW IN OPERATION. THESE FUNDS MAY ALSO BE USED FOR "PREVENTION DEDUCTIONS" FOR LOCAL ROADS.

This column records specific allotments for local city streets, funds allotted for city streets forming part of state highway systems or for state highway purposes.

For toll facilities, gross nonmotorist allocations of motor-fuel revenues are offset, in the following amounts:

APPROXIMATE ALLOCATIONS FOR HIGHWAYS TO STATE FUNDS

	FUND ALLOTMENTS TO STATE FUNDS
\$18,000,	0-10 \$5,952,000; Oklahoma \$5,677,000; for debt service on unemployment relief bonds, California
4,000,	0-10 \$5,000,000; for stream clearance, Massachusetts \$4,000,

DISPOSITION OF STATE MOTOR-VEHICLE RECEIPTS-1946

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE HW-2, 1946
ISSUED SEPTEMBER 1947

STATE	FOR STATE HIGHWAY PURPOSES										FOR LOCAL ROADS AND STREETS					FOR NON-HIGHWAY PURPOSES B/					STATE
	NET TOTAL RECEIPTS CALENDAR YEAR 1/	ADJUST- MENTS DUE TO RECEIPTS BALANCE IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBUTION 2/	EXPENSE OF ADMINIS- TRATION AND COLLECTING FEES, ETC. 3/	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS				COUNTY AND LOCAL FUND 4/	CITY STREETS 5/	SERVICE OF OBLI- GATIONS FOR LOCAL ROADS	TOTAL	STATE GENERAL FUND	COUNTY AND LOCAL FUND 6/	EDUCA- TION 7/	OTHER PURPOSES 10/	TOTAL				
					REIMBURSEMENT OBLIGATIONS 6/																
					STATE POLICE AND SAFETY ETC.	STATE PARK AND FOREST ROADS, ETC.	STATE HIGHWAY BONDS AND NOTES	TOTAL													
ALABAMA	6,957	-51	516	6,370	3,266	-	980	-	4,742	151	303	-	454	-	-	1,174	1,174				
ALASKA	1,905	-105	393	1,607	1,544	-	2,026	-	1,417	-	-	-	-	-	-	-	-				
ARIZONA	4,857	-92	4,765	2,253	2,400	2,026	2,400	2,026	4,759	240	210	234	12	12	-	-	-				
ARKANSAS	39,996	-2,280	37,686	5,209	5,004	3,179	3,179	3,179	12,732	18,179	65	18,244	B/	1,501	-	-	1,501				
CALIFORNIA	3,463	-133	1,133	714	1,102	304	489	489	4,025	2,951	-	2,951	-	-	-	-	-				
COLORADO	8,153	-103	6,987	3,047	3,047	489	489	489	4,016	2,951	-	2,951	-	-	-	-	-				
CONNECTICUT	1,410	132	1,288	1,110	1,110	64	143	143	1,156	1,110	-	1,110	-	-	-	-	-				
DELAWARE 11/	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
FLORIDA	3,463	-133	1,133	714	1,102	304	489	489	4,016	2,951	-	2,951	-	-	-	-	-				
GEORGIA 11/	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
IDAH0	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
ILLINOIS	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
INDIANA	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
IOWA	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
KANSAS	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
KENTUCKY	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
LOUISIANA	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
MAINE	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
MARYLAND	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
MASSACHUSETTS	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
MICHIGAN	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
MINNESOTA	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
MISSISSIPPI	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
MISSOURI	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
MONTANA	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
NEBRASKA	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
NEVADA	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
NEW HAMPSHIRE	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
NEW JERSEY 11/	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
NEW MEXICO	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
NEW YORK 11/	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
NORTH CAROLINA	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
NORTH DAKOTA	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
OHIO	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
OKLAHOMA	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
OREGON	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
PENNSYLVANIA	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
RHODE ISLAND 11/	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
SOUTH CAROLINA	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
SOUTH DAKOTA	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
TENNESSEE	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
TEXAS	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
UTAH	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
VERMONT	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
VIRGINIA	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
WASHINGTON	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
WEST VIRGINIA	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
WISCONSIN	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
WYOMING	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
DISTRICT OF COLUMBIA	1,410	80	1,238	1,110	1,110	-	-	-	1,110	1,110	-	1,110	-	-	-	-	-				
TOTAL	520,780	4,935	525,715	45,021	480,694	235,652	1,079	26,197	39,569	6,238	45,867	308,735	128,538	15,115	1,354	145,007	10,045	971	269,912		

1/ SEE TABLE HW-2 FOR ANALYSIS OF RECEIPTS.
2/ COLLECTION EXPENSES IN MANY STATES INCLUDE SERVICE CHARGES DECIDED BY COUNTY AND LOCAL COLLECTORS.
3/ MOTOR-VEHICLE REVENUES ARE EITHER DEDICATED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-USER REVENUES IN A COMMON FUND FROM WHICH A DISTRIBUTION IS MADE. THIS TABLE INCLUDES BOTH SPECIFIC DEDICATIONS AND PRO RATA MOTOR-VEHICLE REVENUE PORTIONS OF THE AMOUNTS DISTRIBUTED FROM THE COMMON FUND.4/ ALLOCATIONS FOR CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS UNDER STATE CONTROL ARE INCLUDED WITH THOSE FOR STATE HIGHWAYS AS FOLLOWS: DELAWARE (AMOUNT NOT RECORDED); NORTH CAROLINA \$5,011,000; VIRGINIA \$1,956,000; WEST VIRGINIA \$1,459,000.
5/ IN MANY STATES THESE FUNDS MAY ALSO BE USED FOR: ENVIRONMENTAL PURPOSES; LOCAL PURPOSES; FORMING URBAN EXTENSIONS; SPECIFIC ALLOCATIONS FOR LOCAL CITY STREETS; FUNDS ALLOCATED FOR CITY STREETS.
6/ FOR THIS ANALYSIS, THROUGH-HIGHWAY ALLOCATIONS OF MOTOR-VEHICLE REVENUES WERE OFFSET, IN THE FOLLOWING AMOUNTS, AGAINST APPROPRIATIONS FOR HIGHWAYS OUT OF STATE GENERAL FUNDS: ALLOCATIONS TO STATE GENERAL FUND, CALIFORNIA \$55,000; IOWA \$500,000; MICHIGAN \$1,500,000; TO LOCAL GENERAL FUNDS, CALIFORNIA \$1,500,000; MICHIGAN \$1,500,000; IOWA \$500,000.7/ IN MANY STATES THESE FUNDS MAY ALSO BE USED FOR: ENVIRONMENTAL PURPOSES; LOCAL PURPOSES; FORMING URBAN EXTENSIONS; SPECIFIC ALLOCATIONS FOR LOCAL CITY STREETS; FUNDS ALLOCATED FOR CITY STREETS.
8/ FOR THIS ANALYSIS, THROUGH-HIGHWAY ALLOCATIONS OF MOTOR-VEHICLE REVENUES WERE OFFSET, IN THE FOLLOWING AMOUNTS, AGAINST APPROPRIATIONS FOR HIGHWAYS OUT OF STATE GENERAL FUNDS: ALLOCATIONS TO STATE GENERAL FUND, CALIFORNIA \$55,000; IOWA \$500,000; MICHIGAN \$1,500,000; TO LOCAL GENERAL FUNDS, CALIFORNIA \$1,500,000; MICHIGAN \$1,500,000; IOWA \$500,000.9/ IN MANY STATES THESE FUNDS MAY ALSO BE USED FOR: ENVIRONMENTAL PURPOSES; LOCAL PURPOSES; FORMING URBAN EXTENSIONS; SPECIFIC ALLOCATIONS FOR LOCAL CITY STREETS; FUNDS ALLOCATED FOR CITY STREETS.
10/ FOR THIS ANALYSIS, THROUGH-HIGHWAY ALLOCATIONS OF MOTOR-VEHICLE REVENUES WERE OFFSET, IN THE FOLLOWING AMOUNTS, AGAINST APPROPRIATIONS FOR HIGHWAYS OUT OF STATE GENERAL FUNDS: ALLOCATIONS TO STATE GENERAL FUND, CALIFORNIA \$55,000; IOWA \$500,000; MICHIGAN \$1,500,000; TO LOCAL GENERAL FUNDS, CALIFORNIA \$1,500,000; MICHIGAN \$1,500,000; IOWA \$500,000.11/ IN MANY STATES THESE FUNDS MAY ALSO BE USED FOR: ENVIRONMENTAL PURPOSES; LOCAL PURPOSES; FORMING URBAN EXTENSIONS; SPECIFIC ALLOCATIONS FOR LOCAL CITY STREETS; FUNDS ALLOCATED FOR CITY STREETS.
12/ FOR THIS ANALYSIS, THROUGH-HIGHWAY ALLOCATIONS OF MOTOR-VEHICLE REVENUES WERE OFFSET, IN THE FOLLOWING AMOUNTS, AGAINST APPROPRIATIONS FOR HIGHWAYS OUT OF STATE GENERAL FUNDS: ALLOCATIONS TO STATE GENERAL FUND, CALIFORNIA \$55,000; IOWA \$500,000; MICHIGAN \$1,500,000; TO LOCAL GENERAL FUNDS, CALIFORNIA \$1,500,000; MICHIGAN \$1,500,000; IOWA \$500,000.13/ IN MANY STATES THESE FUNDS MAY ALSO BE USED FOR: ENVIRONMENTAL PURPOSES; LOCAL PURPOSES; FORMING URBAN EXTENSIONS; SPECIFIC ALLOCATIONS FOR LOCAL CITY STREETS; FUNDS ALLOCATED FOR CITY STREETS.
14/ FOR THIS ANALYSIS, THROUGH-HIGHWAY ALLOCATIONS OF MOTOR-VEHICLE REVENUES WERE OFFSET, IN THE FOLLOWING AMOUNTS, AGAINST APPROPRIATIONS FOR HIGHWAYS OUT OF STATE GENERAL FUNDS: ALLOCATIONS TO STATE GENERAL FUND, CALIFORNIA \$55,000; IOWA \$500,000; MICHIGAN \$1,500,000; TO LOCAL GENERAL FUNDS, CALIFORNIA \$1,500,000; MICHIGAN \$1,500,000; IOWA \$500,000.15/ IN MANY STATES THESE FUNDS MAY ALSO BE USED FOR: ENVIRONMENTAL PURPOSES; LOCAL PURPOSES; FORMING URBAN EXTENSIONS; SPECIFIC ALLOCATIONS FOR LOCAL CITY STREETS; FUNDS ALLOCATED FOR CITY STREETS.
16/ FOR THIS ANALYSIS, THROUGH-HIGHWAY ALLOCATIONS OF MOTOR-VEHICLE REVENUES WERE OFFSET, IN THE FOLLOWING AMOUNTS, AGAINST APPROPRIATIONS FOR HIGHWAYS OUT OF STATE GENERAL FUNDS: ALLOCATIONS TO STATE GENERAL FUND, CALIFORNIA \$55,000; IOWA \$500,000; MICHIGAN \$1,500,000; TO LOCAL GENERAL FUNDS, CALIFORNIA \$1,500,000; MICHIGAN \$1,500,000; IOWA \$500,000.

DISPOSITION OF STATE MOTOR-CARRIER TAX RECEIPTS - 1946

TABLE MC-2, 1946
ISSUED SEPTEMBER 1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE	NET RECEIPTS OF CALENDAR YEAR	ADJUSTMENTS DUE TO UNRECORDED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS FROM LICENSES AND TAXES	EXPENSES OF COLLECTION AND DISTRIBUTION	NET DISTRIBUTED FUNDS	FOR STATE HIGHWAY PURPOSES				FOR LOCAL ROADS AND STREETS				FOR NON-HIGHWAY PURPOSES		
						STATE HIGHWAY POLICE AND SAFETY	STATE HIGHWAY BODIES AND NOTES		TOTAL	COUNTY AND OTHER LOCAL ROADS	CITY STREETS	TOTAL	STATE GENERAL FUND	COUNTY AND OTHER LOCAL GENERAL FUNDS	TOTAL	STATE
							ROADS	SAFETY								
ALABAMA	645	-38	617	71	546	-	-	-	546	24	-	24	-	-	-	ALABAMA
ARIZONA	581	-10	571	51	520	-	-	-	520	-	-	-	-	-	-	ARIZONA
ARKANSAS	4	-	4	4	0	-	-	-	0	-	-	-	-	-	-	ARKANSAS
CALIFORNIA	8,353	-2,15	6,208	597	5,611	-	-	-	5,611	-	-	-	-	-	-	CALIFORNIA
COLORADO	1,187	-10	1,177	125	1,052	-	-	-	1,052	481	-	481	-	-	-	COLORADO
CONNECTICUT	743	-19	724	74	650	-	-	-	650	554	-	554	-	-	-	CONNECTICUT
DELAWARE	641	-	641	143	498	-	-	-	498	450	-	450	-	-	-	DELAWARE
FLORIDA	127	-12	115	66	49	-	-	-	49	11	-	11	-	-	-	FLORIDA
GEORGIA	127	-12	115	66	49	-	-	-	49	11	-	11	-	-	-	GEORGIA
IDAHOO	182	-	182	93	89	-	-	-	89	30	-	30	-	-	-	IDAHOO
ILLINOIS	416	-9	407	125	282	-	-	-	282	130	-	130	-	-	-	ILLINOIS
INDIANA	1,569	-14	1,555	810	745	-	-	-	745	163	-	163	-	-	-	INDIANA
IOWA	323	-	323	320	3	-	-	-	3	147	-	147	-	-	-	IOWA
KANSAS	20	-	20	20	0	-	-	-	0	-	-	-	-	-	-	KANSAS
KENTUCKY	183	-3	180	81	99	-	-	-	99	105	-	105	-	-	-	KENTUCKY
LOUISIANA	674	-4	670	226	444	-	-	-	444	402	-	402	-	-	-	LOUISIANA
MAINE	47	-1	46	47	0	-	-	-	0	-	-	-	-	-	-	MAINE
MARYLAND	107	-1	106	81	25	-	-	-	25	85	-	85	-	-	-	MARYLAND
MASSACHUSETTS	600	-9	591	31	560	-	-	-	560	-	-	-	-	-	-	MASSACHUSETTS
MINNESOTA	47	-1	46	47	0	-	-	-	0	-	-	-	-	-	-	MINNESOTA
MISSISSIPPI	107	-1	106	81	25	-	-	-	25	85	-	85	-	-	-	MISSISSIPPI
MISSOURI	600	-9	591	31	560	-	-	-	560	-	-	-	-	-	-	MISSOURI
MONTANA	47	-1	46	47	0	-	-	-	0	-	-	-	-	-	-	MONTANA
NEBRASKA	47	-1	46	47	0	-	-	-	0	-	-	-	-	-	-	NEBRASKA
NEVADA	472	-2	470	6	464	-	-	-	464	-	-	-	-	-	-	NEVADA
NEW HAMPSHIRE	106	-	106	100	6	-	-	-	6	-	-	-	-	-	-	NEW HAMPSHIRE
NEW JERSEY	506	-119	387	207	180	-	-	-	180	-	-	-	-	-	-	NEW JERSEY
NEW MEXICO	27	-	27	27	0	-	-	-	0	-	-	-	-	-	-	NEW MEXICO
NEW YORK	1,505	-20	1,485	31	1,454	-	-	-	1,454	24	-	24	-	-	-	NEW YORK
NORTH CAROLINA	54	-	54	34	20	-	-	-	20	-	-	-	-	-	-	NORTH CAROLINA
NORTH DAKOTA	722	-3	719	170	549	-	-	-	549	114	-	114	-	-	-	NORTH DAKOTA
OHIO	2,432	-27	2,405	362	2,043	-	-	-	2,043	240	-	240	-	-	-	OHIO
OKLAHOMA	44	-1	43	17	26	-	-	-	26	15	-	15	-	-	-	OKLAHOMA
OREGON	417	-11	406	94	312	-	-	-	312	321	-	321	-	-	-	OREGON
PENNSYLVANIA	284	-	284	263	21	-	-	-	21	-	-	-	-	-	-	PENNSYLVANIA
RHODE ISLAND	735	-2	733	37	696	-	-	-	696	-	-	-	-	-	-	RHODE ISLAND
SOUTH CAROLINA	389	-	389	389	0	-	-	-	0	-	-	-	-	-	-	SOUTH CAROLINA
SOUTH DAKOTA	279	-	279	279	0	-	-	-	0	-	-	-	-	-	-	SOUTH DAKOTA
TENNESSEE	2,097	-25	2,072	129	1,943	-	-	-	1,943	14	-	14	-	-	-	TENNESSEE
TEXAS	571	-35	536	41	495	-	-	-	495	45	-	45	-	-	-	TEXAS
UTAH	450	-	450	450	0	-	-	-	0	-	-	-	-	-	-	UTAH
VERMONT	44	-1	43	17	26	-	-	-	26	-	-	-	-	-	-	VERMONT
VIRGINIA	735	-2	733	37	696	-	-	-	696	-	-	-	-	-	-	VIRGINIA
WASHINGTON	389	-	389	389	0	-	-	-	0	-	-	-	-	-	-	WASHINGTON
WEST VIRGINIA	279	-	279	279	0	-	-	-	0	-	-	-	-	-	-	WEST VIRGINIA
WISCONSIN	2,097	-25	2,072	129	1,943	-	-	-	1,943	14	-	14	-	-	-	WISCONSIN
WYOMING	571	-35	536	41	495	-	-	-	495	45	-	45	-	-	-	WYOMING
DISTRICT OF COLUMBIA	450	-	450	450	0	-	-	-	0	-	-	-	-	-	-	DISTRICT OF COLUMBIA
TOTAL	30,538	217	30,755	4,526	26,229	27	519	794	139	983	327	3,547	9,027	499	9,516	TOTAL

1/ SEE TABLE MC-1 FOR ANALYSIS OF RECEIPTS.
2/ MOTOR-CARRIER TAXES ARE EITHER DEPOSITED FOR SPECIFIC PURPOSES OR PLACED WITH OTHER HIGHWAY-USER REVENUES IN A COMMON FUND FROM WHICH A DISTRIBUTION IS MADE. THIS TABLE INCLUDES BOTH SPECIFIC DEDICATIONS AND PRO RATA MOTOR-CARRIER TAX PORTIONS OF THE AMOUNTS DISTRIBUTED FROM THE COMMON FUND.
3/ ALLOTMENTS FOR CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS UNDER STATE CONTROL ARE INCLUDED WITH THOSE FOR STATE HIGHWAYS AS FOLLOWS: NORTH CAROLINA \$712,000; VIRGINIA \$357,000.
4/ OBLIGATIONS TO REIMBURSE COUNTIES AND OTHER LOCAL GOVERNMENTS FOR THEIR CONTRIBUTION TO THE COST OF ROADS NOW ON STATE SYSTEMS.
5/ IN MANY STATES THESE FUNDS MAY ALSO BE USED FOR SERVICE OF OBLIGATIONS FOR LOCAL ROADS.
6/ THIS COLUMN REPORTS SPECIFIC ALLOTMENTS FOR LOCAL CITY STREETS. FUNDS ALLOTTED FOR CITY STREETS FORMING URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS ARE INCLUDED IN ALLOTMENTS FOR STATE HIGHWAY PURPOSES.
7/ FOR THIS ANALYSIS, GROSS ALLOCATIONS OF MOTOR-CARRIER REVENUES TO STATE GENERAL FUND WERE OFFSET, IN THE FOLLOWING AMOUNTS, AGAINST APPROPRIATIONS FOR HIGHWAYS OUT OF STATE GENERAL FUND: MASSACHUSETTS \$105,000; OKLAHOMA \$1,000.
8/ ALLOCATIONS TO COUNTY OR OTHER LOCAL GENERAL FUNDS MAY HAVE BEEN USED IN PART FOR HIGHWAYS, BUT SUCH AMOUNTS WERE NOT REPORTED. WISCONSIN ALLOCATION WAS IN LIEU OF PERSONAL PROPERTY TAX FORMERLY IMPOSED ON MOTOR VEHICLES.
9/ NO SPECIAL TAXES ON MOTOR CARRIERS REPORTED.
10/ WEIGHT AND PASSENGER-MILE TAKES PAID BY MOTOR CARRIERS IN LIEU OF REGISTRATION FEES ARE INCLUDED IN MOTOR-VEHICLE RECEIPTS, TABLE MC-3.
11/ INCLUDED WITH MOTOR-VEHICLE COLLECTION EXPENSES. AMOUNT NOT SECREATED.
12/ BUS INVESTIGATION EXPENSES. REMAINING MOTOR-CARRIER COLLECTION COSTS WERE PAID FROM MOTOR-VEHICLE FEES.
13/ COST OF COLLECTION WAS PAID FROM GENERAL FUNDS. AMOUNT WAS NOT REPORTED.

DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS - 1946

TABLE OF 1946
ISSUED SEPTEMBER 1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY[illegible]

1/ THIS TABLE SUMMARIZES THE RECEIPTS FROM MOTOR-VEHICLE FEES, AND SPECIAL IMPROVEMENTS ON MOTOR CARRIERS.

1/ THIS TABLE SUMMARIZES THE RECEIPTS FROM MOTOR-FUEL TAXES, MOTOR-VEHICLE REGISTRATION FEES, AND LICENSE FEES FOR THE YEAR 1967. THE TAXES WHICH ARE RECORDED SEPARATELY IN TABLES 2, 3, 4, 5, AND 6 ARE EFFECTIVE.

2. SEE TABLE S1-11 FOR DETAILS OF COLLECTION COSTS.

3/ ALLOTMENTS FOR CONSTRUCTION AND MAINTENANCE OF LIMITED-ROADS UNDER STATE CONTROL ARE INCLUDED WITH INDE FOR STATE

WAYS AS FOLLOWS: DELAWARE (AMOUNT NOT SEGREGATED); NORTH CAROLINA \$22,941,000; VIRGINIA \$76,661,000; WEST VIRGINIA \$17,000.

4/ OBLIGATIONS TO REIMBURSE COUNTIES AND OTHER LOCAL GOVERNMENTS FOR THEIR CONTRIBUTION TO THE COST OF ROAD. NOW ON \$12,000.

FOR ORIGINATIONS TO REIMBURSE COUNTRIES AND OTHER EQUAL GOVERNMENTS FOR THEIR CONTRIBUTION TO THE COST OF ROAD. NOW IN
ATE SYSTEMS.

5/ IN MAIL STATES THESE FUNDS MAY ALSO BE USED FOR SERVICE OF OBLIGATION, FOR LOCAL ROADS.

2/ THIS COLUMN RECORDS SPECIFIC ALLOTMENTS FOR LOCAL CITY STREETS. FUNDS ALLOTTED FOR CITY STREETS FORMING URBAN PORTIONS OF STATE HIGHWAYS. SYSTEMS ARE INCLUDED IN ALLOTMENTS FOR STATE HIGHWAY PURPOSES.

7/ For this analysis, 4,803 nonhighway allocations of which 1,459 revenues were offset, in the collection amount, revisions of state highway systems are included in allocations for state highway purposes.

ANALYSIS: FOR THIS ANALYSIS, GROSS RENTALS HAVE BEEN ADJUSTED TO REFLECT THE FOLLOWING AMOUNTS:
ADJUSTMENTS FOR HIGH AND OUT OF STATE ERECTION: • LOCATION - TO STATE FUND, AVERAGE \$25,000
EREGAL FUND: • LOCATION - TO STATE FUND, AVERAGE \$25,000

[illegible]

LAWSON, \$5.70; TO LOCAL GENERAL FUND, \$1.90; FOR DEPT SERVICE ON INDEMNITY LEAVE FOND
LOEBMAN, \$5.40; LOEBLITZ, \$856.00; EASEY, YOUNG, \$4,172.00; EG- TATE PERRY, - CRYSTON \$141.10;

[illegible]

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROVISIONS GOVERNING THE DISPOSITION OF MOTOR-FUEL TAX RECEIPTS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE G-106 (SHEET 1 OF 17 SHEETS)
STATUS AS OF JANUARY 1, 1947

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
	CENTS	IN THIS COLUMN ARE GIVEN THE NAMES OF THE FUNDS OR ACCOUNTS TO WHICH INDIVIDUAL ALLOCATIONS OF THE MOTOR-FUEL TAX RECEIPTS ARE CREDITED AND THE AGENCIES WHICH CONTROL THE EXPENDITURE OF THE AMOUNTS ALLOCATED	UNDERLINE INDICATES A MAJOR ALLOCATION SUBDIVIDED ON SUC- CEEDING LINES	THE OBJECTS OF EXPENDITURE FOR WHICH MOTOR-FUEL TAX RECEIPTS ARE ALLOCATED ARE CLASSIFIED ACCORDING TO THE FOLLOWING GENERAL SCHEME: 1. COLLECTION, ADMINISTRATION AND REFUNDS OF THE TAX 2. COLLECTION AND ADMINISTRATION OF OTHER HIGHWAY-USER IMPOSTS, I.E., MOTOR-VEHICLE FEES OR MOTOR-CARRIER FEE 3. CONSTRUCTION AND MAINTENANCE OF STATE HIGHWAYS (INCLUDING BRIDGES) AND ADMINISTRATION OF STATE HIGHWAY DEPARTMENT 4. SUPPORT OF STATE HIGHWAY POLICE 5. DEBT SERVICE ON STATE HIGHWAY OBLIGATIONS 6. REIMBURSEMENT PAYMENTS TO OR ON BEHALF OF COUNTIES FOR THEIR CONTRIBUTION TO COST OF STATE HIGHWAYS 7. CONSTRUCTION AND MAINTENANCE OF STATE PARK, FOREST, AND INSTITUTIONAL ROADS 8. CONSTRUCTION AND MAINTENANCE OF COUNTY AND LOCAL RURAL ROADS AND DEBT SERVICE ON COUNTY AND LOCAL ROAD OBLIGATIONS 9. CONSTRUCTION AND MAINTENANCE OF CITY STREETS AND 10. NONHIGHWAY PURPOSES	IN SOME STATES THE MOTOR-FUEL TAX LAWS ALLOCATE SPECIFIC AMOUNTS OR PROPORTIONS OF THE TAX RECEIPTS TO EACH OF THE MAJOR OBJECTS OF EXPENDI- TURE FOR WHICH THE RECEIPTS CAN BE USED. WHERE THIS IS THE CASE, THE RECEIPTS ARE ALLOCATED TO THESE MAJOR OBJECTS IN ACCORDANCE WITH THE AMOUNTS OR PROPO- RTIONS SO ALLOCATED WITH SUCH EXPLANATORY REMARKS, AS ARE DEEMED NECESSARY. IN MANY STATES, HOWEVER, THE MOTOR-FUEL TAX RECEIPTS, TOGETHER WITH THE MOTOR-VEHICLE REVENUE (I.E., PROCEEDS OF REGIS- TRATION FEES, OPERATORS' LICENSES AND ALLIED IMPOSTS) AND THE MOTOR-CARRIER TAX RECEIPTS, ARE CREDITED TO A COMMON FUND, AND THUS LOSE THEIR IDENTITY PRIOR TO THE ALLOCATION OR APPROPRIATION OF THE COMBINED REVENUES. THESE STATES, THEREFORE, DO NOT SHOW ALLOCATIONS OF SOME RECENT ALLOCATIONS OR APPROPRIA- TIONS FOR THE MAJOR OBJECTS OF EXPENDITURE ARE GIVEN AS EXAMPLES IN THIS COLUMN.
ALABAMA	6	DEPARTMENT OF REVENUE PUBLIC ROAD AND BRIDGE FUND HIGHWAY SINKING FUND ALABAMA BRIDGE FINANCE CORPORATION ALABAMA HIGHWAY FINANCE CORPORATION STATE HIGHWAY DEPARTMENT COUNTY ROAD AND BRIDGE FUND PUBLIC ROAD AND BRIDGE FUND CITIES AND TOWNS STATE COUNTY AID FUND	AMOUNT REQUIRED 2 CENTS AMOUNT REQUIRED AMOUNT REQUIRED THE RESIDUE 2 CENTS 1 CENT \$62,520 AMOUNT REQUIRED	COLLECTION AND ADMINISTRATION OF TAX PROCEEDS ARE DISBURSED FOR THE FOLLOWING PURPOSES: INTEREST AND REDEMPTION PAYMENTS ON PUBLIC ROAD AND BRIDGE BONDS AS ISSUED BY THE VARIOUS AUTHORITIES. ADMINISTRATION, CONSTRUCTION AND MAINTENANCE OF PUBLIC ROADS AND BRIDGES. CONSTRUCTION AND MAINTENANCE OF PUBLIC ROADS AND BRIDGES IN COUNTY; SUBJECT TO INSPECTION BY STATE HIGHWAY DEPARTMENT. CONSTRUCTION AND MAINTENANCE OF HIGHWAYS AND STREETS TO PROVIDE MATCHING SHARE APPLIED FOR BY THE COUNTIES.	CHARGED MONTHLY; ONE-HALF OF AMOUNT TO STATES, PART AND ONE-HALF TO COUNTIES' PART. DISTRIBUTED EQUALLY AMONG THE SIXTY-SEVEN COUNTIES. CONROUH COUNTY MAY APPLY 40 PERCENT OF ITS ALLOTMENT TO DEBT SERVICE ON ROAD BONDS. DISTRIBUTION OF \$5,210 PER MONTH TO THE CITIES AND TOWNS INCORPORATED AS OF JANUARY 1, 1943 AND MADE SEMI-ANNUALLY ON BASIS OF MUNICIPAL POPULATION AT LAST FEDERAL CENSUS. FOR CONSTRUCTION OF COUNTY ROADS NOT ON STATE HIGHWAY SYSTEM. THE ANNUAL AMOUNT REQUIRED IS ONE-THIRD OF THE ONE-HALF CREDITED TO THE STATE, LESS \$62,520 TO THE CITIES, ON AVERAGE. THE AMOUNT EACH COUNTY IS NOT TO EXCEED IN ANY YEAR 1/6 OF THE STATE'S TOTAL. BEGINNING WITH THE START OF THE POST-WAR FEDERAL-AID PROGRAM (FEDERAL-AID HIGHWAY ACT OF 1944) AND THREE YEARS THEREAFTER, THESE FUNDS ARE HELD FOR A TWO-YEAR PERIOD FOR COUNTY MATCHING BEFORE REVERTING TO THE STATE'S PUBLIC ROAD AND BRIDGE FUND. DISTRIBUTED EQUALLY AMONG THE 67 COUNTIES. CONSTITUTES THE AMOUNT COUNTIES APPLY TO THE COUNTY AID FUND, WHICH ARE TO BE MATCHED BY STATE FUNDS, AND EXPENDED ACCORDING TO PROVISIONS GOVERNING COUNTY AID EXPENDITURES.

PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY					
PROVISIONS GOVERNING THE DISPOSITION OF MOTOR-FUEL TAX RECEIPTS					
COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES					
STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
GEORGIA	6	STATE GENERAL FUND REVENUE DEPARTMENT STATE HIGHWAY PURPOSES LOCAL ROADS AND STREETS	ALL AMOUNT REQUIRED AMOUNT REQUIRED \$4,817,013 AMOUNT REQUIRED	FUNDS ARE EXPENDED FOR WHATEVER PURPOSES THE LEGISLATURE MAY DESIGNATE BY APPROPRIATION. APPROPRIATIONS FOR FOLLOWING PURPOSES ARE CONSIDERED TO BE DERIVED FROM HIGHWAY-USER REVENUES: REFUND OF MOTOR-FUEL TAX. CONSTRUCTION, MAINTENANCE, ADMINISTRATION AND DEBT SERVICE OF STATE HIGHWAYS. CONSTRUCTION, MAINTENANCE, ADMINISTRATION OF COUNTY AND LOCAL ROADS. COLLECTION AND ADMINISTRATION EXPENSES.	APPROPRIATIONS FROM THE STATE GENERAL FUND FOR STATE HIGHWAYS AND LOCAL ROADS ARE CONSIDERED TO HAVE BEEN DERIVED FROM HIGHWAY-USER REVENUES IN THE PROPORTION THAT SUCH REVENUES ARE PLACED IN THE GENERAL FUND. FUNDS ORIGINALLY DISTRIBUTED TO COUNTIES ON BASIS OF STATE-AID SYSTEM MILEAGE BUT MODIFIED BY ACT NO. 343, 1945.
IDAH0	6	TAX REFUND FUND, MOTOR FUELS BUREAU, DEPARTMENT OF LAW ENFORCEMENT STATE HIGHWAY FUND, STATE HIGHWAY DEPARTMENT MOTOR FUELS TAX FUND IN EACH COUNTY FEDERAL-AID MATCHING FUND, "POST-WAR FUND" STATE HIGHWAY FUND, STATE HIGHWAY DEPARTMENT STATE AERONAUTICS FUND	15 PERCENT OF 6 CENT TAX AMOUNT REQUIRED 1 CENT, BUT NOT LESS THAN \$1,000,000 1 CENT THE RESIDUE 2 1/2 CENTS AVIATION FUEL TAX	REFUNDS OF MOTOR-FUEL TAX COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAX. DEBT SERVICE ON COUNTY HIGHWAY BONDS; CONSTRUCTION AND MAINTENANCE OF STATE AND COUNTY HIGHWAYS WITHIN COUNTY; TO EACH ROAD DISTRICT AN AMOUNT PROPORTIONAL TO DISTRICT'S SHARE OF PASSENGER CAR REGISTRATION FEES OF PREVIOUS YEAR, TO BE USED FOR DEBT SERVICE ON ROAD DISTRICT BONDS AND ROAD AND BRIDGE MAINTENANCE. FOR THE PURPOSE OF MATCHING FEDERAL FUNDS FOR THE CONSTRUCTION, MAINTENANCE, IMPROVEMENT AND RECONSTRUCTION OF HIGHWAYS AND PARK-TO-PARK ROADS CONSTRUCTION, RECONSTRUCTION, AND MAINTENANCE OF STATE HIGHWAYS, INCLUDING STATE HIGHWAYS IN CITIES. PROMOTION OF AVIATION.	15 PERCENT OF GROSS COLLECTIONS CREDITED MONTHLY TO REFUND FUND. ON JUNE 30 OF EACH YEAR ALL MONEY OVER \$50,000 IN THE REFUND ACCOUNT SHALL BE TRANSFERRED TO THE STATE HIGHWAY FUND. PAID OUT OF STATE HIGHWAY FUND ON EXPENSE CLAIMS PRESENTED BY COMMISSIONER OF LAW ENFORCEMENT. STATE HIGHWAY SHARE IS 5 CENTS (INCLUDING 1 CENT FEDERAL-AID MATCHING FUND), LESS AMOUNT BY WHICH \$1,000,000 EXCEEDS 1 CENT OF TAX. EXPENDITURES MADE BY DEPARTMENT OF FINANCE OUT OF MOTOR-FUEL TAX FUND. EXPENDITURES MADE BY DIVISION OF HIGHWAYS OUT OF MOTOR-FUEL TAX FUND. ALL RECEIPTS ARE PLACED IN MOTOR-FUEL TAX FUND, FROM WHICH ALLOCATIONS TO OTHER FUNDS ARE MADE. ONE-HALF PAID FROM COUNTIES' 1-CENT SHARE. ONE HALF FROM MUNICIPALITIES' 1-CENT SHARE. THE JOINT RESOLUTION ADOPTED JUNE 20, 1945, GRANTING AN ANTI-DIVERSION POLICY IS NOT APPLICABLE TO THE RELIEF BOND ISSUE. FUNDS TO COUNTIES ARE ALLOCATED IN PROPORTION TO THE AMOUNT OF MOTOR VEHICLE LICENSE FEES RECEIVED FROM THEIR RESIDENTS DURING THE PRECEDING YEAR. THE MUNICIPALITIES' SHARE IS APPORTIONED TO THE SEVERAL MUNICIPALITIES IN PROPORTION TO THEIR POPULATION AS DETERMINED BY THE LAST FEDERAL CENSUS.
ILLINOIS	3	MOTOR FUEL TAX FUND, DEPARTMENT OF FINANCE MOTOR FUEL TAX FUND, DIVISION OF HIGHWAYS MOTOR FUEL TAX FUND, DIVISION OF HIGHWAYS RESERVE FOR EMERGENCY RELIEF BONDS, \$30,000,000 ISSUE COUNTIES MUNICIPALITIES	AMOUNT REQUIRED AMOUNT REQUIRED 1 CENT AMOUNT REQUIRED 1 CENT, LESS RELIEF BOND ALLOCATION 1 CENT, LESS RELIEF BOND ALLOCATION	COLLECTION, ADMINISTRATION, AND REFUNDS OF MOTOR-FUEL TAX ADMINISTRATION OF COUNTIES AND CITIES' SHARES OF MOTOR-FUEL TAX. CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF STATE BOND ISSUE ROADS, FEDERAL-AID ROADS INCLUDING AUTHORIZED MUNICIPAL PROJECTS, AND FEDERAL-AID SECONDARY AND STATE HIGHWAY BELT-LINE ROADS, INCLUDING MAINTENANCE OF SAID HIGHWAYS IN CITIES. DEBT SERVICE ON EMERGENCY RELIEF BONDS. RETIREMENT OF COUNTY BONDS ISSUED FOR STATE-AID ROADS, CONSTRUCTION AND MAINTENANCE (SUBJECT TO APPROVAL OF DEPARTMENT OF PUBLIC WORKS AND BUILDINGS) OF STATE-AID ROADS, INCLUDING URBAN EXTENSIONS THEREOF, AND MAINTENANCE OF FEDERAL-AID SECONDARY ROADS. PERMITTED TO PAY 50 PERCENT OF THESE COSTS OUT OF MOTOR-FUEL TAX FUND. FEDERAL-AID HIGHWAYS CONSTRUCTED UNDER THE FEDERAL-AID HIGHWAY ACT CONSTRUCTION AND MAINTENANCE OF STATE HIGHWAYS IN MUNICIPALITIES, MAINTENANCE OF FEDERAL-AID SECONDARY ROADS; CONSTRUCTION AND MAINTENANCE (WITH APPROVAL OF DEPARTMENT OF PUBLIC WORKS) OF ARTERIAL STREETS AND EXTENSIONS OUTSIDE CORPORATE LIMITS. PAYMENT OF MUNICIPAL INDEBTEDNESS INCURRED FOR THE CONSTRUCTION OR MAINTENANCE OF ARTERIAL STREETS OR STATE HIGHWAYS. PERMITTED TO PAY 50 PERCENT OF COST OF CONSTRUCTION PROJECTS ON THE FEDERAL-AID HIGHWAY SYSTEM IN URBAN AREAS.	FUNDS MADE BY DEPARTMENT OF FINANCE OUT OF MOTOR-FUEL TAX FUND. EXPENDITURES MADE BY DIVISION OF HIGHWAYS OUT OF MOTOR-FUEL TAX FUND. ALL RECEIPTS ARE PLACED IN MOTOR-FUEL TAX FUND, FROM WHICH ALLOCATIONS TO OTHER FUNDS ARE MADE. ONE-HALF PAID FROM COUNTIES' 1-CENT SHARE. ONE HALF FROM MUNICIPALITIES' 1-CENT SHARE. THE JOINT RESOLUTION ADOPTED JUNE 20, 1945, GRANTING AN ANTI-DIVERSION POLICY IS NOT APPLICABLE TO THE RELIEF BOND ISSUE. FUNDS TO COUNTIES ARE ALLOCATED IN PROPORTION TO THE AMOUNT OF MOTOR VEHICLE LICENSE FEES RECEIVED FROM THEIR RESIDENTS DURING THE PRECEDING YEAR. THE MUNICIPALITIES' SHARE IS APPORTIONED TO THE SEVERAL MUNICIPALITIES IN PROPORTION TO THEIR POPULATION AS DETERMINED BY THE LAST FEDERAL CENSUS.

TABLE G-10c (SHEET 4 OF 17 SHEETS)
STATUS AS OF JANUARY 1, 1947

PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY					
PROVISIONS GOVERNING THE DISPOSITION OF MOTOR-FUEL TAX RECEIPTS					
COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES					
TABLE G-106 (SHEET 5 OF 17 SHEETS) STATUS AS OF JANUARY 1, 1947					
STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
INDIANA	4	MOTOR VEHICLE HIGHWAY ACCOUNT, STATE AUDITOR	AMOUNT REQUIRED	COLLECTION, ADMINISTRATION AND REFUNDS OF MOTOR-FUEL TAX.	THE MOTOR VEHICLE HIGHWAY ACCOUNT RECEIVES ALL MOTOR-FUEL, MOTOR-VEHICLE AND MOTOR-CARRIER TAXES AS WELL AS TAXES FROM OTHER SOURCES. THE INDICATED EXPENDITURES ARE MADE FROM THE COMBINED REVENUES. FUNDS RECEIVED PARTLY FROM THE MOTOR VEHICLE HIGHWAY ACCOUNT AND PARTLY FROM INSURANCE AND ASSESSMENTS BY PUBLIC SERVICE COMMISSION. FIFTY PERCENT CHARGEABLE TO MOTOR VEHICLE HIGHWAY ACCOUNT AND FIFTY PERCENT CHARGEABLE TO STATE GENERAL FUND. ALLOCATIONS TO CITIES AND TOWNS BASED ON POPULATION. CITIES OF THE 1ST, 2ND, 3RD AND 4TH CLASSES RECEIVE ADDITIONAL ALLOCATIONS FROM COUNTY SHARE. DISTRIBUTION OF FUNDS IS AS FOLLOWS: 5 PERCENT EQUALLY AMONG THE 92 COUNTIES; 52 1/2 PERCENT ON THE BASIS OF MILEAGE IN THE COUNTY; AND 42 1/2 PERCENT ON BASIS OF MOTOR-VEHICLE REGISTRATION. IF THE REMAINDER IS LESS THAN \$22,650,000, THEN THE CITIES' PORTION FOR THE FOLLOWING YEAR IS REDUCED BY 13 PERCENT OF SUCH DIFFERENCE AND THE CITIES' PORTION FOR THE FOLLOWING YEAR IS REDUCED BY 54 PERCENT OF SUCH DIFFERENCE.
		DIVISION OF PUBLIC SAFETY	AMOUNT REQUIRED	ADMINISTERING AUTO THEFT AND DRIVER'S RESPONSIBILITY ACTS.	
		STATE POLICE	AMOUNT REQUIRED	POLICING HIGHWAYS OF STATE.	
		CITIES AND TOWNS	\$3,000,000 PER YEAR	STREETS AND ALLEYS, CONSTRUCTION, MAINTENANCE, TRAFFIC SIGNALS AND POLICING, STREET CLEANING, PURCHASE AND REPAIR OF STREET AND HIGHWAY EQUIPMENT.	
		COUNTIES	\$12,200,000 PER YEAR	CONSTRUCTION AND MAINTENANCE OF COUNTY HIGHWAYS AND BRIDGES INCLUDING EXTENSIONS IN INCORPORATED TOWNS. COUNTY TO APPROPRIATE 50 PERCENT OF FUNDS FOR OPERATION OF COUNTY HIGHWAY DEPARTMENT. COUNTY UNIT BOND RETIREMENT NOT TO EXCEED 20 PERCENT OF FUND.	
		STATE HIGHWAY DEPARTMENT	THE RESIDUE	STATE HIGHWAY CONSTRUCTION, MAINTENANCE AND ADMINISTRATION.	
IOWA	4	MOTOR VEHICLE FUEL TAX FUND	AMOUNT REQUIRED	COLLECTION, ADMINISTRATION, AND REFUNDS OF MOTOR-FUEL TAX.	FUNDS USED OCCASIONALLY FOR MAINTENANCE BY TRANSFER FROM THIS FUND TO SECONDARY ROAD FUND. THE 4/9 AND 3/5 FORTIONS ARE DISTRIBUTED ON THE BASIS OF THE COUNTY AREA TO THE TOTAL AREA OF THE STATE. FUNDS RECEIVED IN THE PRIMARY ROAD FUND FROM STATE SOURCES IN ANY ONE YEAR IN EXCESS OF \$17,000,000 ARE CREDITED TO THE FARM-TO-MARKET ROAD FUND. DISTRIBUTED IN PROPORTION OF POPULATION OF THE CITY OR TOWN TO THE TOTAL CITY AND TOWN POPULATION.
		SECONDARY ROAD CONSTRUCTION FUND OF EACH COUNTY	4 CENTS DISTRIBUTED AS FOLLOWS: 4/9 OF 3 CENT TAX 3/5 OF 1 CENT TAX	COUNTY ROAD CONSTRUCTION AND MAINTENANCE. DEBT SERVICE ON OBLIGATIONS INCURRED ON OBLIGATIONS ASSUMED BY COUNTIES UNDER SECONDARY ROAD PLAN.	
		STATE PRIMARY ROAD FUND, STATE HIGHWAY COMMISSION	5/9 OF 3 CENT TAX	DEBT SERVICE ON STATE-ASSUMED COUNTY OBLIGATIONS (PRIMARY ROAD BONDS). STATE HIGHWAY CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION.	
		STREET CONSTRUCTION FUNDS OF THE INCORPORATED CITIES AND TOWNS	2/5 OF 1 CENT TAX	CONSTRUCTION, RECONSTRUCTION, REPAIR AND MAINTENANCE OF ROADS AND STREETS IN THE INCORPORATED CITIES AND TOWNS.	

PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY PROVISIONS GOVERNING THE DISPOSITION OF MOTOR-FUEL TAX RECEIPTS					
TABLE G-106 (SHEET 6 OF 17 SHEETS) STATUS AS OF JANUARY 1, 1947 COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES					
STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
KANSAS	4	REVENUE ADMINISTRATION FEE FUND - DIRECTOR OF REVENUE, STATE COMMISSION OF REVENUE AND TAXATION	3 PERCENT OF 4 CENTS	COSTS OF COLLECTION AND ADMINISTRATION OF TAX.	EXCESS OVER \$50,000 RESERVE IS TRANSFERRED QUARTERLY TO THE HIGHWAY FUND.
		HIGHWAY FUND - STATE HIGHWAY COMMISSION	3 CENTS 97 PERCENT OF 3 CENTS	APPLIED AS NOTED HEREINAFTER.	IN ADDITION TO THE MOTOR-FUEL TAX, THE HIGHWAY FUND RECEIVES THE MOTOR-VEHICLE AND MOTOR-CARRIER TAX COLLECTED IN THE STATE. THE FUND RECEIVES THE EXCESS FROM THE REVENUE ADMINISTRATION FEE FUND.
		STATE HIGHWAY BENEFIT DISTRICT FUND - STATE HIGHWAY COMMISSION	\$1,000,000 PER YEAR FROM HIGH- WAY FUND	REIMBURSEMENT OF INDIVIDUALS, TOWNSHIPS, AND COUNTIES FOR COST OF ROADS, THROUGH THE MEDIUM OF BENEFIT DISTRICTS, ON LOCATIONS WHICH ARE NOW A PART OF THE STATE HIGHWAY SYSTEM.	
		COUNTY AND TOWNSHIP ROAD FUND - STATE HIGHWAY COMMISSION	\$3,600,000 PER YEAR FROM HIGH- WAY FUND	APPORTIONED TO COUNTIES FOR CONSTRUCTION AND MAINTENANCE OF COUNTY AND TOWNSHIP ROADS AND BRIDGES.	APPORTIONMENT TO COUNTIES: 40 PERCENT EQUALLY AND 60 PERCENT ON BASIS OF RELATIVE ASSESSED VALUATIONS OF PREVIOUS YEARS; NOT LESS THAN 50 PERCENT TO BE USED ON TOWNSHIP ROADS. THIS FUND RECEIVES QUARTERLY ALLOTMENTS.
		HIGHWAY PATROL FUND	\$275,000 PER YEAR, APPROPRIATION AMOUNTS AS REQUIRED 60 PERCENT OF TOTAL COSTS	SALARIES AND OTHER COSTS, STATE HIGHWAY PATROL.	IN LIEU OF ALLOCATION, STATE HIGHWAY COMMISSION MAY MAINTAIN SUCH STREETS IN 3RD CLASS CITIES.
KENTUCKY	5-	HIGHWAY ANTICIPATION FUND	APPROPRIATION AMOUNTS AS REQUIRED	DEBT SERVICE ON STATE HIGHWAY REVENUE ANTICIPATION WARRANTS, SERIES A.	
		HIGHWAY FUND (DIRECT EXPENDITURES)	60 PERCENT OF TOTAL COSTS	SALARIES AND OTHER COSTS, PORT-OF-ENTRY BOARD.	
		HIGHWAY FUND (DIRECT EXPENDITURES)	\$250. PER MILE PER YEAR	MAINTENANCE OF CONNECTING LINKS OF THE STATE HIGHWAY SYSTEM THROUGH CITIES.	
		HIGHWAY FUND (DIRECT EXPENDITURES)	THE RESIDUE	CONSTRUCTION, IMPROVEMENT, RECONSTRUCTION AND MAINTENANCE OF THE STATE HIGHWAY SYSTEM; AND ADMINISTRATION OF HIGHWAY COMMISSION AND DEPARTMENT.	
		SECOND REVENUE ANTICIPATION WARRANT RETIREMENT FUND - STATE HIGHWAY COMMISSION	1 CENT 97 PERCENT OF 1 CENT	TO MATCH FEDERAL-AID FUNDS UNDER THE FEDERAL-AID HIGH- WAY ACT OF 1944 UNTIL SUCH TIME AS WARRANTS ARE ISSUED; THEREAFTER, FOR THE PAYMENT OF INTEREST, OTHER COSTS AND FOR WARRANT RETIREMENTS.	
KENTUCKY	5-	STATE ROAD FUND, STATE HIGHWAY DEPARTMENT	-	- - -	ALL RECEIPTS ARE PAID INTO THE STATE ROAD FUND, WHICH ALSO RECEIVES MOTOR-VEHICLE AND MOTOR-CARRIER TAXES. THE INDICATED EXPENDITURES ARE MADE FROM THE STATE ROAD FUND.
			APPROPRIATION	ADMINISTRATION OF GASOLINE TAX, MOTOR-VEHICLE REGIS- TRATION TAX, OTHER MOTOR-FUEL TAXES, AND MOTOR-VEHICLE USAGE TAX.	\$5,000,000 APPROPRIATED AND TO BE DISTRIBUTED AMONG THE SEVERAL COUNTIES IN THE FOLLOWING MANNER: ONE-THIRD TO BE DIVIDED EQUALLY AMONG 120 COUNTIES; ONE-THIRD DIVIDED ON BASIS OF RATIO WHICH THE POPULATION OF EACH COUNTY BEARS TO THE TOTAL POPULATION OF THE STATE; ONE-THIRD APPOR- TIONED ON BASIS OF THE RATIO WHICH THE SQUARE MILE AREA OF THE COUNTY BEARS TO THE TOTAL SQUARE MILE AREA OF THE STATE. ANY UNEXPENDED BALANCES REMAINING TO THE CREDIT OF ANY COUNTY, CARRIED FORWARD TO CURRENT YEAR ALLOCATION OF EACH COUNTY.
			APPROPRIATION	DIVISION OF RURAL HIGHWAYS FOR CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS AND BRIDGES NOT ACCEPTED BY STATE HIGHWAY COMMISSIONER FOR MAINTENANCE.	
KENTUCKY	5-		THE RESIDUE	CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF STATE HIGHWAYS, AND SUPPORT OF STATE HIGHWAY POLICE.	

PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY						
PROVISIONS GOVERNING THE DISPOSITION OF MOTOR-FUEL TAX RECEIPTS						
TABLE 9-106 (SHEET 7 OF 17 SHEETS) STATUS AS OF JANUARY 1, 1947						
COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES						
STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS	
LOUISIANA	7	DEPARTMENT OF REVENUE	AMOUNT REQUIRED	COLLECTION AND ADMINISTRATION OF TAX.	NOT TO EXCEED \$50,000 FROM 4 CENT TAX, \$12,000 FROM 1 CENT TAX AND \$25,000 FROM 2 CENT TAX. ENTIRE AMOUNT OF INSPECTION FEE WHICH IS APPROXIMATELY \$120,000 ANNUALLY.	
		GENERAL HIGHWAY FUND, OPERATING ACCOUNT	1 CENT	OPERATION - DEPARTMENT OF HIGHWAYS.	PROCEEDS FROM THE 7 CENT TAX ON USE-FUEL ARE DEDICATED TO THE GENERAL HIGHWAY FUND.	
		GENERAL HIGHWAY FUND, INTEREST AND BOND RETENTION ACCOUNT, STATE HIGHWAY DEPARTMENT	4 CENTS	INTEREST AND PRINCIPAL PAYMENTS ON STATE HIGHWAY OBLIGATIONS.	EXCESS ABOVE BOND REQUIREMENTS TO BE USED FOR CONSTRUCTION AND MAINTENANCE OF STATE HIGHWAYS AND BRIDGES.	
		STATE SCHOOL FUND, STATE DEPARTMENT OF EDUCATION	10/20 CENT	EDUCATION.	PROCEEDS FROM THE 1 CENT USE-FUEL TAX ARE DEDICATED TO THE GENERAL HIGHWAY FUND.	
		BOARD OF COMMISSIONERS OF PORT OF NEW ORLEANS - GASOLINE TAX ACCOUNT	9/20 CENT	HARBOR IMPROVEMENT.		
		LAKE CHARLES HARBOR AND TERMINAL DISTRICT FUND	1/20 CENT	HARBOR IMPROVEMENT.		
MAINE	1	SPECIAL TWO-CENT GASOLINE TAX FUND, PARISHES	1 CENT	CONSTRUCTION AND MAINTENANCE OF ROADS AND BRIDGES IN THE PARISHES AND STREETS AND BRIDGES IN THE CITY OF NEW ORLEANS.	ALLOCATED TO PARISHES AND THE CITY OF NEW ORLEANS ON BASIS OF COLLECTIONS IN EACH PARISH TO TOTAL COLLECTIONS OF ALL PARISHES IN STATE.	
		GENERAL HIGHWAY FUND, STATE HIGHWAY DEPARTMENT	ALL		THE GENERAL HIGHWAY FUND RECEIVES ENTIRE MOTOR-FUEL TAX AND MOTOR-VEHICLE REVENUES. ALLOTMENTS ARE APPROPRIATED FOR THE FISCAL YEAR AND TRANSFERRED OUT OF GENERAL HIGHWAY FUND AND REPRESENT SHARES OF COMBINED MOTOR-FUEL TAX AND MOTOR-VEHICLE REVENUE.	
		ADMINISTRATION OF GASOLINE AND USE-FUEL TAX	APPROPRIATION	ADMINISTRATION AND AUDITING REFUNDS OF MOTOR-FUEL AND USE-FUEL TAX.		
		ADMINISTRATION OF MOTOR VEHICLE DEPARTMENT	APPROPRIATION	COLLECTION, ADMINISTRATION AND REFUNDS OF MOTOR-VEHICLE FEES.		
		STATE POLICE	APPROPRIATION	SUPPORT OF HIGHWAY POLICE.		
		ACCUMULATED INTEREST AND RESERVE TO RETIRE BONDS	AMOUNT REQUIRED	DEBT SERVICE ON STATE HIGHWAY OBLIGATIONS.		
		TRANSFERS TO OTHER FUNDS	APPROPRIATION	TO GENERAL FUND FOR ACCOUNTING, AUDITING, PURCHASING, AND LEGAL SERVICES RENDERED TO THE STATE HIGHWAY COMMISSION; TO SPECIAL REVENUE FUND FOR AUDITING SERVICES; TO PUBLIC SERVICE ENTERPRISES FOR TOLL BRIDGE DEFICITS.		
		TOWN ROAD IMPROVEMENT FUND	APPROPRIATION	IMPROVEMENT OF TOWN ROADS IN THE RATIO THAT THE UNIMPROVED ROADS MILEAGE IN THE TOWN BEARS TO THE TOTAL UNIMPROVED MILEAGE IN THE STATE.	FUND NOT TO EXCEED 10 PERCENT OF THE AVERAGE ANNUAL GROSS INCOME FROM THE GASOLINE TAX REVENUE AND MOTOR VEHICLE REGISTRATIONS FOR THE FIVE PRECEDING YEARS.	
		STATE AID FOR CITIES AND TOWNS - SPECIAL RESERVES	APPROPRIATION	CONSTRUCTION, REPAIR AND MAINTENANCE OF ROADS.	APPORTIONED TO CITIES AND TOWNS IN RELATION TO MILEAGE OF 3RD AND 4TH CLASS ROADS.	
		VARIOUS STATE HIGHWAY ACCOUNTS	THE RESIDUE	CONSTRUCTION, MAINTENANCE AND REPAIR OF ROADS AND BRIDGES IN VARIOUS TOWNS.		
		AERONAUTICAL FUND	4 CENT TAX ON AVIATION GASOLINE	PROMOTION OF AVIATION.	STATE HIGHWAY CONSTRUCTION, MAINTENANCE AND ADMINISTRATION; MATCHING FEDERAL FUNDS UNDER FEDERAL HIGHWAY ACT OF 1944; MAINTENANCE OF STATE AND STATE-AID HIGHWAYS; CONSTRUCTION AND MAINTENANCE OF BRIDGES; SNOW REMOVAL; HIGHWAY PLANNING SURVEY FUND MATCHING.	

PROVISIONS GOVERNING THE DISPOSITION OF MOTOR-FUEL TAX RECEIPTS

TABLE G-106 (SHEET 8 OF 17 SHEETS)
STATUS AS OF JANUARY 1, 1947

PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY					PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY	
STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS	
MARYLAND	4	GASOLINE TAX DIVISION, STATE COMPTROLLER LATERAL ROAD GASOLINE TAX FUND, STATE COMPTROLLER LATERAL ROAD GASOLINE TAX FUND, STATE ROAD COMMISSION FUND FOR DEBT SERVICE, STATE ROADS COMMISSION BONDS OF 1941. MAINTENANCE AND RECONSTRUCTION FUNDS, STATE ROADS COMMISSION CONSTRUCTION FUND, STATE ROADS COMMISSION COUNTY LATERAL GASOLINE TAX FUNDS, STATE ROAD COMMISSION	AMOUNT REQUIRED NOT TO EXCEED \$25,000 PER YEAR 1/2 CENT FOR EACH 1-CENT REFUND 1.4 MILLS OF 2-CENT TAX 70 PERCENT OF 2-CENT TAX 2-CENT TAX 1/2 CENT TAX 70 PERCENT OF 1 1/2 CENT LESS DEDUCTION OF TAX REFUND AND FERRY ALLOTMENTS	COLLECTION, ADMINISTRATION, AND REFUNDS OF TAX. FERRY SERVICE BETWEEN BALTIMORE CITY AND LOVE POINT. CONSTRUCTION AND MAINTENANCE OF ROADS AND STREETS IN CITIES AND TOWNS WHERE TAX-REFUND VEHICLES WERE OPERATED. SERVICE OF STATE ROADS COMMISSION DEBENTURES, IF TRUCK LICENSE FEES ARE INSUFFICIENT. STATE HIGHWAY CONSTRUCTION, MAINTENANCE AND ADMINISTRATION OF RAILWAY GRADE CROSSINGS ON STATE HIGH- WAYS AND/OR THE CONSTRUCTION OF MAJOR ROAD PROJECTS ON STATE SYSTEM. CONSTRUCTION OR RECONSTRUCTION AND MAINTENANCE OF LATERAL OR FARM-TO-MARKET ROADS FORMING COUNTY SYSTEM OF ROADS.	AT THE DISCRETION OF BOARD OF PUBLIC WORKS. 1-CENT TAX REFUNDS PAID ON BEHALF OF VEHICLES OPERATED ONLY IN INCORPORATED CITIES OR TOWNS. AMOUNTS NOT NEEDED RETURNED, 70 PERCENT TO STATE ROAD COMMISSION AND 30 PERCENT TO BALTIMORE CITY. SERVICE IF FOR FERRY LESS 10 PERCENT OF 1.4 MILLS DEBT SERVICE IF PORTION OF THE ONE-HALF CENT GASOLINE TAX ALLOCATED TO THE SERVING OF THE CHESAPEAKE BAY FERRY SYSTEM IMPROVE- MENT BONDS. STATE ROADS COMMISSION MAINTAINS COUNTY ROADS IN 13 COUNTIES. COUNTIES DESIRING TO MAINTAIN OWN ROADS RECEIVE 100 PERCENT OF ALLOTMENT. COUNTIES HAVING ROAD DEPARTMENT AND QUALIFIED ROAD ENGINEER MAY APPLY PORTION OF SHARE FOR CONSTRUCTION OF LATERAL AND FARM-TO-MARKET ROADS SUBJECT TO APPROVAL OF STATE ROADS COMMISSION, WHICH FUND ALLOCATED ON BASIS OF PROPORTION USED FOR 1941, WHICH THE PUBLIC ROAD MILEAGE OF THE SEVERAL COUNTIES BEARS TO STATE. ENTIRE PUBLIC ROAD MILEAGE IN THE COUNTIES OF THE STATE. 30 PERCENT LESS 30 PERCENT OF 1.4 MILLS DEBT SERVICE IF USED FOR THAT PURPOSE.	
MASSACHUSETTS	3	HIGHWAY FUND, DIVISION OF HIGHWAYS, DEPARTMENT OF PUBLIC WORKS TAXATION REGISTRY OF MOTOR VEHICLES STATE POLICE SALARIES AND EXPENSES INSURANCE DEPARTMENT STATE TREASURER CONSTRUCTION OF TOWN AND COUNTY HIGHWAYS REPAIR AND IMPROVEMENT OF PUBLIC WAYS CITIES AND TOWNS BOSTON METROPOLITAN DISTRICT COMMISSION VARIOUS APPROPRIATION ACCOUNTS	ALL APPROPRIATION AMOUNT REQUIRED APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION THE RESIDUE	COLLECTION AND ADMINISTRATION OF TAX. EXPENSES OF TAX. EXPENSES OF MOTOR-VEHICLE REGISTRY. SUPPORT OF STATE HIGHWAY POLICE. EXPENSES OF MOTOR-VEHICLE LIABILITY INSURANCE DIVISION. INTEREST AND PRINCIPAL ON HIGHWAY DEBT. CONSTRUCTION AND MAINTENANCE OF ROADS NOT ON STATE HIGHWAY SYSTEM. IMPROVEMENT AND MAINTENANCE OF ROADS NOT ON STATE HIGH- WAY SYSTEM. LOCAL HIGHWAY PROJECTS TO ALLEVIATE UNEMPLOYMENT. REIMBURSEMENT; SUMMER TUNNEL. CONSTRUCTION AND MAINTENANCE OF BOULEVARDS IN GREATER BOSTON. CONSTRUCTION: MAINTENANCE AND REPAIR: ADMINISTRATION AND MISCELLANEOUS EXPENSES OF STATE HIGHWAYS.	THE HIGHWAY FUND RECEIVES BOTH MOTOR-FUEL TAX AND MOTOR- VEHICLE TAXES. THE APPROPRIATIONS NOTED IN THIS TABLE ARE THEREFORE FROM THE COMBINED REVENUES. MONEY FOR REFUNDS FURNISHED BY STATE TREASURER ON WARRANT. FUNDS ARE EXPENDED BY THE DIVISION OF HIGHWAYS. COUNTY COMMISSIONERS MAY REQUEST CONSIDERATION AND ADVISORY OF ROADS BOARD FOR LOCAL CONVENIENCE AND NECESSITY OF THE REQUESTS GRANTED AT THE DISCRETION OF DEPARTMENT OF PUBLIC WORKS. EXPENDED BY DIVISION OF HIGHWAYS. TRANSFERRED TO CITIES AND TOWNS. EXPENDED UNDER DIRECTION OF METROPOLITAN DISTRICT COMMISSION.	
MICHIGAN		STATE HIGHWAY FUND SECRETARY OF STATE STATE HIGHWAY DEPARTMENT STATE COUNTY TREASURERS	ALL AMOUNT REQUIRED \$5,000,000 PER YEAR AMOUNT APPO- RIATED \$2,500,000 PER YEAR	ALLOCATED OUT OF STATE HIGHWAY FUND FOR PURPOSES LISTED COLLECTION, ADMINISTRATION AND REFUNDS OF TAX. MAINTENANCE OF STATE TRUNK LINE, FEDERAL-AID AND NON- TRUNK LINE HIGHWAYS AND BRIDGES. OPERATING EXPENSES. (1) RELIEF OF ASSESSMENT DISTRICTS ESTABLISHED UNDER COVERT ACT; (2) DEBT SERVICE ON COUNTY AND (3) TOWNSHIP ROAD BONDS; (4) MAINTENANCE OF TOWNSHIP ROADS TAKEN OVER BY COUNTIES (5) REPAIR AND MAINTENANCE OF COUNTY ROADS AND BRIDGES; (6) CITIES AND VILLAGES FOR (A) PAYMENT OF THEIR SHARE OF STATE TRUNK LINE AND FEDERAL-AID MAINTENANCE COSTS; (B) PAYMENT OF CITY OR VILLAGE ROAD DEBT INCURRED ON STATE PROJECTS; (C) OTHER CITY OR VILLAGE ROAD MAINTE- NANCE; (D) REFUNDING TO TAXPAYERS OF SPECIAL ASSESSMENTS ON TRUNK LINE PROJECTS; (E) REPAIR AND MAINTENANCE OF TRUNK LINE PROJECTS; (F) REPAIR AND MAINTENANCE OF TRUNK LINE PROJECTS; (G) REPAIR AND MAINTENANCE OF TRUNK LINE PROJECTS; (H) REPAIR AND MAINTENANCE OF TRUNK LINE PROJECTS; (I) REPAIR AND MAINTENANCE OF TRUNK LINE PROJECTS; THE AMOUNTS RECEIVED FROM THE OTHERS OF REGISTERED MOTOR VEHICLES WITHIN THE RESPECTIVE COUNTIES, AND 1/43 OF REMAINING 1/4 TO EACH COUNTY. MAINTENANCE AND IMPROVEMENT OF TOWNSHIP ROADS TAKEN OVER BY COUNTY. SNOW REMOVAL. \$4,000,000 PER YEAR \$200,000 PER YEAR RESIDUE OF 3- CENT TAX TAX ON AVIATION USE	(1) RELIEF OF ASSESSMENT DISTRICTS ESTABLISHED UNDER COVERT ACT; (2) DEBT SERVICE ON COUNTY AND (3) TOWNSHIP ROAD BONDS; (4) MAINTENANCE OF TOWNSHIP ROADS TAKEN OVER BY COUNTIES (5) REPAIR AND MAINTENANCE OF COUNTY ROADS AND BRIDGES; (6) CITIES AND VILLAGES FOR (A) PAYMENT OF THEIR SHARE OF STATE TRUNK LINE AND FEDERAL-AID MAINTENANCE COSTS; (B) PAYMENT OF CITY OR VILLAGE ROAD DEBT INCURRED ON STATE PROJECTS; (C) OTHER CITY OR VILLAGE ROAD MAINTE- NANCE; (D) REFUNDING TO TAXPAYERS OF SPECIAL ASSESSMENTS ON TRUNK LINE PROJECTS; (E) REPAIR AND MAINTENANCE OF TRUNK LINE PROJECTS; (F) REPAIR AND MAINTENANCE OF TRUNK LINE PROJECTS; (G) REPAIR AND MAINTENANCE OF TRUNK LINE PROJECTS; THE AMOUNTS RECEIVED FROM THE OTHERS OF REGISTERED MOTOR VEHICLES WITHIN THE RESPECTIVE COUNTIES, AND 1/43 OF REMAINING 1/4 TO EACH COUNTY. MAINTENANCE AND IMPROVEMENT OF TOWNSHIP ROADS TAKEN OVER BY COUNTY. SNOW REMOVAL. \$4,000,000 PER YEAR \$200,000 PER YEAR RESIDUE OF 3- CENT TAX TAX ON AVIATION USE CONSTRUCTION AND MAINTENANCE OF STATE TRUNK-LINE AND FEDERAL-AID HIGHWAYS AND BRIDGES. DEVELOPMENT OF AVIATION, IMPROVEMENT OF AVIATION FACILI- TIES.	

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROVISIONS GOVERNING THE DISPOSITION OF MOTOR-FUEL TAX RECEIPTS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE G-106, (SHEET 9 OF 17 SHEETS)
STATUS AS OF JANUARY 1, 1947

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
MINNESOTA	4	MOTOR-FUEL TAX SUSPENSE ACCOUNT, PETROLEUM DIVISION, DEPARTMENT OF TAXATION TRUNK HIGHWAY FUND, STATE HIGHWAY DEPARTMENT STATE ROAD AND BRIDGE FUND - DISTRIBUTED TO COUNTIES	AMOUNT REQUIRED 2/3 OF TOTAL NET TAX RECEIPTS 1/3 OF TOTAL NET TAX RECEIPTS DISTRIBUTED AS FOLLOWS: \$25,000, OF 1/3 SHARE ANNUALLY \$1,000,000 OF 1/3 SHARE ANNUALLY REMAINDER 4 CENT TAX ON AVIATION USE	REFUNDS OF MOTOR-FUEL TAX. CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF STATE TRUNK HIGHWAY SYSTEM, INCLUDING MUNICIPAL EXTENSIONS, AND SUPPORT OF STATE HIGHWAY PATROL. REIMBURSEMENT OF TRUNK HIGHWAY FUND FOR THE COST OF MAINTAINING A COUNTY HIGHWAY DIVISION IN THE DEPART- MENT OF HIGHWAYS. DEDUCTIBLE FROM ONE-THIRD SHARE AND TO BE PAID TO COUNTIES FOR STATE AID ROAD CONSTRUCTION AND MAINTENANCE. CONSTRUCTION AND MAINTENANCE OF COUNTY-AID ROADS AND BRIDGES, AND SERVICE OF COUNTY HIGHWAY DEPT. AVIATION PURPOSES.	COLLECTION AND OPERATING EXPENSES OF THE PETROLEUM DIVISION ARE FINANCED BY DIRECT APPROPRIATIONS FROM THE STATE GENERAL FUND. INSPECTION FEES, LICENSES, FINES, AND PENALTIES ARE CREDITED TO THE STATE GENERAL FUND. 25 PERCENT OF THE FUNDS APPORTIONED TO THE COUNTIES UNDER THE GASOLINE TAX LAW ARE USED FOR PAYMENT OF INTEREST ON STATE ROAD AND BRIDGE BONDS. COUNTY AID OF BONDS ISSUED TO MATCH FEDERAL AID MONIES. COUNTY MAY ISSUE ROAD AND BRIDGE WARRANTS PAYABLE WITHIN 10 YEARS AND OUT OF GASOLINE TAX REVENUE, WHEREIN THE ASSESSED VALUATION OF REAL PROPERTY FOR TAX PURPOSES DOES NOT EXCEED \$2,500,000. COUNTIES MAY APPORTION 50 PERCENT TO TOWNSHIPS FOR ROAD PURPOSES AND MAY UNDER SPECIAL CONDITIONS PAY DEBT SERVICE ON MUNICIPAL BRIDGE CONSTRU- TION BONDS. FUNDS DISTRIBUTED IN THE FOLLOWING MANNER: EACH COUNTY RECEIVES NOT LESS THAN 3/4 OF ONE PERCENT AND NOT MORE THAN 3 PERCENT DEPENDING ON THE MILEAGE OF STATE-AID OR COUNTY AND TOWN ROADS (DEPENDENT ON THE FUND), AND THE TRAFFIC NEEDS AND CONDITIONS OF THE RESPECTIVE COUNTIES.
MISSISSIPPI	6	MOTOR VEHICLE COMMISSIONER ACCOUNT HIGHWAY DEPARTMENT TAG ACCOUNT ROAD PROTECTION COAST COUNTIES HIGHWAY BOND SINKING FUND HIGHWAY DEPARTMENT GENERAL FUND COUNTY ROAD FUNDS	AMOUNT REQUIRED AMOUNT APPROPRI- ATED 1 3/4 CENTS PER GALLON ON TAX IN THESE COUNTIES AMOUNT REQUIRED 3 1/2 CENTS LESS DEDUCTIONS 2 1/2 CENTS	COLLECTION, ADMINISTRATION, AND REFUNDS OF TAX. PURCHASE OF MOTOR-VEHICLE LICENSE PLATES AND INCIDENTAL EXPENSES. DEBT SERVICE ON SEA-WALL BONDS AND SEA-WALL CONSTRUCTION AND MAINTENANCE (AS ROAD PROTECTION MEASURE IN COAST COUNTIES). DEBT SERVICE ON STATE HIGHWAY BONDS. STATE HIGHWAY AND BRIDGE CONSTRUCTION AND MAINTENANCE AND OPERATION COSTS OF HIGHWAY SAFETY PATROL. SERVICE OF COUNTY ROAD AND ROAD DISTRICT OBLIGATIONS, CONSTRUCTION, AND MAINTENANCE OF ROADS AND BRIDGES IN COUNTIES.	RETURNED TO HANCOCK, HARRISON, AND JACKSON COUNTIES. STATE HIGHWAY DEBT SERVICE AND SEA-WALL PAYMENTS ARE DEDUCTED FROM HIGHWAY DEPARTMENT SHARE. HIGHWAY SAFETY PATROL RECEIVES AN APPROPRIATION FROM THIS FUND. FUNDS ARE DISTRIBUTED AMONG THE COUNTIES IN THE FOLLOWING MANNER: ONE-THIRD ON MONTHLY REGISTRATION, ONE-THIRD ON AREA, AND ONE-THIRD ON POPULATION.
MISSOURI	2	STATE HIGHWAY DEPARTMENT FUND OIL INSPECTION UNIT, DEPARTMENT OF REVENUE STATE HIGHWAY PATROL ROAD BOND INTEREST AND SINKING FUND SPECIFIC ADMINISTRATIVE EXPENSES STATE ROAD FUND, AND DIRECT EXPENDITURES	ALL APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION THE RESIDUE	ALLOCATED OR PAID OUT OF THIS FUND FOR PURPOSES INDICATED BELOW: COLLECTION, ADMINISTRATION AND REFUND OF MOTOR-FUEL TAX. STATE HIGHWAY TRAFFIC POLICE. DEBT SERVICE ON STATE HIGHWAY BONDS. (1) SERVICES RELATING TAXES; (2) AUDITING HIGHWAY DEPARTMENT ACCOUNT; (3) HANDLING ROAD BONDS; (4) DISTRIBUTION OF COMMON CARRIER FEES; (5) BOARD OF FUND COMMISSIONERS. CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION OF STATE PRIMARY AND SECONDARY HIGHWAYS, TRAFFIC RELIEF, AND SUPPLEMENTARY PARK, AND CONNECTING ROADS; REIMBURSEMENT TO COUNTIES.	THIS IS A COMMON FUND RECEIVING MOTOR-FUEL, MOTOR-VEHICLE AND MOTOR-CARRIER TAXES, AND OTHER REVENUES. INCLUDES REIMBURSEMENT OF COUNTIES, ETC., FOR STATE HIGH- WAYS CONSTRUCTED AT THEIR EXPENSE.
MONTANA	5	GASOLINE LICENSE DRABACK FUND STATE HIGHWAY FUND STATE BOARD OF EQUALIZATION STATE HIGHWAY TREASURY DEBENTURE REDEMPTION FUND. STATE AVIATION FUND	AMOUNT REQUIRED RESIDUE APPROPRIATION AMOUNT REQUIRED 1 CENT OF TAX ON AVIATION GASOLINE	REFUNDS OF MOTOR-FUEL TAX. CONSTRUCTION, MAINTENANCE AND ADMINISTRATION OF FEDERAL AID AND OTHER ROADS AUTHORIZED BY LAW. COLLECTION AND ADMINISTRATION OF TAX. DEBT SERVICE ON STATE HIGHWAY OBLIGATIONS. REGULATION OF AERONAUTICS AND OTHER MATTERS PERTAINING TO AIRCRAFT	25 PERCENT ALLOTTED. AMOUNT NOT USED PAID TO STATE HIGHWAY FUND AT END OF FISCAL YEAR. NET RECEIPTS GO TO STATE HIGHWAY FUND FROM WHICH COLLEC- TION AND MISCELLANEOUS EXPENSES ARE PAID. THE REMAINING 4 CENTS OF THE TAX COLLECTED ON AVIATION GASOLINE IS REFUNDED.

PROVISIONS GOVERNING THE DISPOSITION OF MOTOR-FUEL TAX RECEIPTS

TABLE G-106 (SHEET 11 OF 17 SHEETS)
STATUS AS OF JANUARY 1, 1947

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT RE- PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
NEW YORK	4	MISCELLANEOUS TAX BUREAU, DEPARTMENT OF TAXATION AND FINANCE	AMOUNT REQUIRED "REGULAR" 2 CENT TAX ALL	REFUNDS OF TAX.	COLLECTION AND ADMINISTRATION EXPENSES ARE PAID BY AN APPROPRIATION FROM THE STATE GENERAL FUND.
		STATE GENERAL FUND DEPARTMENT OF PUBLIC WORKS	1 1/2 CENTS	FOR THE CONSTRUCTION, RECONSTRUCTION, MAINTENANCE AND REPAIR OF HIGHWAYS, BRIDGES AND CULVERTS UNDER THE DIRECTION OF THE SUPERINTENDENT OF PUBLIC WORKS.	FUNDS ARE AVAILABLE BY APPROPRIATION. IN EFFECT ALL APPROPRIATIONS AND EXPENDITURES FOR HIGHWAY PURPOSES, INCLUDING DISTRICT SERVICE AND STATE POLICE MAY BE CON- SIDERED AS BEING MADE OUT OF MOTOR-FUEL TAX AND MOTOR- VEHICLE REVENUES.
		COUNTIES (OUTSIDE NEW YORK CITY)	2/5 CENT	CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS AND TOWN HIGHWAYS.	DISTRIBUTED IN PROPORTION TO RURAL ROAD MILEAGE WITHIN THE COUNTIES.
		NEW YORK CITY	1/10 CENT	FUNDS TO BE USED IN NEW YORK CITY ONLY.	LAW DOES NOT RESTRICT USE OF FUNDS. THE MOTOR-FUEL TAX ALLOTMENT DOES NOT EXCEED NEW YORK CITY'S STREET AND HIGHWAY EXPENDITURES AND COULD THEREFORE BE CONSIDERED AS BEING USED IN ITS ENTIRETY FOR HIGHWAY PURPOSES.
NORTH CAROLINA	6	STATE GENERAL FUND	"EMERGENCY" 2 CENT TAX ALL	VARIOUS EXPENDITURES.	LAW DOES NOT RESTRICT USE OF THE FUNDS.
		STATE HIGHWAY FUND, STATE TREASURY DEPARTMENT OF REVENUE	ALL	DISTRIBUTED FOR EXPENDITURE AS FOLLOWS: REFUNDS OF TAX. COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAX. CONSTRUCTION OF MOTOR-VEHICLE REGISTRATION, MOTOR- VEHICLE TAXES AND ADMINISTRATION OF MOTOR-VEHICLE LAWS. STATE HIGHWAY PATROL AND SAFETY (DRIVERS LICENSES). BUS INVESTIGATION (REGULATION OF FRANCHISE BUSES AND TRUCKS)	HIGHWAY FUND RECEIVES ENTIRE MOTOR-FUEL, MOTOR-VEHICLE, AND MOTOR-CARRIER TAXES AND OTHER REVENUES.
		UTILITIES COMMISSION HIGHWAY AND PUBLIC WORKS COMMISSION	APPROPRIATION APPROPRIATION	ADMINISTRATION OF STATE HIGHWAY DEPARTMENT, CONSTRUCTION, MAINTENANCE, AND BETTERMENT OF STATE, COUNTY AND CITY HIGHWAYS AND SCENIC FARMWAYS.	FUNDS ALLOCATED TO CITIES AND TOWNS AS FOLLOWS: ONE- THIRD ON BASIS OF POPULATION; ONE-THIRD ON BASIS OF STREET MILEAGE AND ONE-THIRD ON BASIS OF RELATIVE NEEDS AS BETWEEN THE VARIOUS CITIES AND TOWNS AS DETERMINED BY THE STATE HIGHWAY AND PUBLIC WORKS COMMISSION.
		PROBATION COMMISSION PAROLE COMMISSION STATE TREASURER	APPROPRIATION APPROPRIATION APPROPRIATION	SALARIES AND EXPENSES OF THIS COMMISSION. SALARIES AND EXPENSES OF THIS COMMISSION. INTEREST AND REDEMPTION OF STATE HIGHWAY BONDS; SINKING FUND INSTALLMENTS, STATE HIGHWAY BONDS.	
NORTH DAKOTA	4	STATE GENERAL FUND, STATE TREASURER	\$25,000 ANNUALLY 2 CENTS	REIMBURSE THE COST OF COLLECTION AND ADMINISTRATION OF TAX.	EXPENSES PAID OUT OF STATE GENERAL FUND.
		STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND	1 CENT	STATE HIGHWAY CONSTRUCTION AND MAINTENANCE	(USE-FUEL TAX DISTRIBUTED AS FOLLOWS: 3 CENTS TO STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND, 1 CENT TO COUNTY AID HIGHWAY FUND) THIS IS A SPECIAL 1 CENT TAX.
		STATE HIGHWAY CERTIFICATE RETIREMENT FUND	1 CENT	INTEREST AND RETIREMENT OF STATE HIGHWAY REVENUE ANTICIPATION CERTIFICATES	APPORTIONED TO COUNTIES IN THE SAME PROPORTION AS THE NUMBER OF MOTOR VEHICLES REGISTERED IN EACH COUNTY BEARS TO THE TOTAL MOTOR VEHICLES REGISTERED IN ALL COUNTIES OF THE STATE THE PRECEDING CALENDAR YEAR.
		COUNTY AID HIGHWAY FUND	1 CENT	CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS AND CITY STREETS LEADING UP TO AND CONNECTING FEDERAL-AID AND STATE HIGHWAYS.	SUFFICIENT AMOUNT TO MAINTAIN FUND AT \$15,000. THIS TAX IS IMPOSED ON ALL LIQUID FUELS USED FOR PROPULSION OF MOTOR VEHICLES UPON THE PUBLIC HIGHWAYS.
OHIO	1 (LIQUID FUEL)	ROTARY FUND, LIQUID FUEL DIVISION	AMOUNT REQUIRED	REFUNDS	SUFFICIENT AMOUNTS ARE PLACED IN EACH OF TWO ROTARY FUNDS TO MAINTAIN THEM AT \$125,000 EACH.
		GENERAL FUNDS, STATE TREASURY	AMOUNT REQUIRED	ADMINISTRATION EXPENSE OF LIQUID FUEL TAX.	DIRECTOR OF HIGHWAYS MAY EXPEND FUNDS ON URBAN EXTENSIONS OF STATE HIGHWAYS; 45 PERCENT OF THESE FUNDS TO BE USED IN COUNTIES ON THE BASIS OF PRECEDING YEAR'S REGISTRATION; 55 PERCENT TO BE APPLIED TO COUNTIES ON AN EQUITABLE BASIS.
		GENERAL FUNDS, STATE TREASURY	THE RESIDUE	SUBJECT TO GENERAL STATE APPROPRIATIONS.	12 1/2 PERCENT FROM MAINTENANCE AID 3 3/4 PERCENT FROM CONSTRUCTION AID 10 PERCENT OF FIRST 1 1/2 CENTS AND 9 PERCENT OF SECOND 1 1/2 CENTS DISTRIBUTED TO COUNTIES IN EQUAL PORTIONS.
		ROTARY FUNDS, GASOLINE DIVISION	AMOUNT REQUIRED	ADMINISTRATION EXPENSE AND REFUNDS OF MOTOR-VEHICLE FUEL TAX.	COUNTIES IN EQUAL PORTIONS. COUNTY MAY EXPEND FUNDS AT OPTION OF TOWNSHIP. COUNTY ENGINEER MUST APPROVE PLANS AND SPECIFICATIONS. 17 1/2 PERCENT OF 1 1/2 CENTS IS DISTRIBUTED EQUALLY.
OHIO	3 (MOTOR VEHICLE FUEL)	HIGHWAY CONSTRUCTION FUNDS, DEPARTMENT OF HIGHWAYS	33 3/4 PERCENT	CONSTRUCTION OF STATE HIGHWAYS, INCLUDING GRADE CROSSING ELIMINATIONS.	15 PERCENT FROM MAINTENANCE, 3 3/4 PERCENT FROM CONSTRU- TION FUNDS. IN CITIES ON STATE HIGHWAY SYSTEM 1/6 OF ALLOTMENT SHALL BE SPENT ON URBAN EXTENSIONS THEREOF. 30 PERCENT OF FIRST 1 1/2 CENTS AND 1 1/2 PERCENT OF SECOND 1 1/2 CENTS ALLOCATED ON THE BASIS OF THE NUMBER OF VEHICLES REGISTERED IN THE PRECEDING YEAR.
		MAINTENANCE AND REPAIR FUND, DEPARTMENT OF HIGHWAYS	22 1/2 PERCENT	MAINTENANCE OF STATE HIGHWAYS.	
		DEPARTMENT OF HIGHWAYS COUNTIES	16 1/4 PERCENT	CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS.	
		COUNTIES (TO BE PAID TO TOWNSHIPS)	8 3/4 PERCENT	CONSTRUCTION AND MAINTENANCE OF TOWNSHIP ROADS.	
OHIO	3 (MOTOR VEHICLE FUEL)	MUNICIPALITIES	18 3/4 PERCENT	CONSTRUCTION AND MAINTENANCE OF CITY STREETS, STREET CLEANING AND TRAFFIC LIGHTS.	

<p>PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY</p> <p>PROVISIONS GOVERNING THE DISPOSITION OF MOTOR-FUEL TAX RECEIPTS</p> <p>CONFIRMED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES</p> <p>TABLE G-106 (SHEET 12 OF 17 SHEETS) STATUS AS OF JANUARY 1, 1947</p>					
STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECT'S OF EXPENDITURE	REMARKS
OKLAHOMA	5¢	STATE TAX COMMISSION FUND STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND	$\frac{4}{3}$ CENTS 70 PERCENT	COLLECTION AND ADMINISTRATION OF TAX. CONSTRUCTION AND MAINTENANCE OF STATE HIGHWAYS.	(SPECIAL USE-FUEL TAX DISTRIBUTED AS FOLLOWS: 3 PERCENT TO STATE TAX COMMISSION FUND; 72.75 PERCENT TO STATE HIGHWAY CONSTRUCTION AND MAINTENANCE FUND; 24.25 PERCENT TO REGULAR TAX; SUBJECT TO SAME GENERAL PROVISIONS AS THESE FUNDS ARE DISTRIBUTED TO CITIES AND TOWNS IN THE PROPORTION WHICH THE POPULATION, AS SHOWN BY THE LAST FEDERAL CENSUS, BEARS TO THE TOTAL POPULATION OF ALL THE INCORPORATED CITIES AND TOWNS IN THE STATE. DISTRIBUTION IS AS FOLLOWS: "FORTY (40%) PERCENT OF SUCH SUM SHALL BE DISTRIBUTED TO THE VARIOUS COUNTIES IN THAT PROPORTION WHICH THE COUNTY ROAD MILEAGE OF EACH COUNTY BEARS TO THE ENTIRE STATE ROAD MILEAGE. AS CERTIFIED BY THE STATE HIGHWAY COMMISSION. SIXTY (60%) PERCENT SHALL BE DISTRIBUTED TO THE VARIOUS CITIES AND TOWNS ON THE BASIS OF THE POPULATION AND AREA OF EACH COUNTY BEARS TO THE TOTAL POPULATION AND AREA OF THE STATE."
		INCORPORATED CITIES AND TOWNS	5 PERCENT	CONSTRUCTION AND MAINTENANCE OF STREETS AND ALLEYS.	
		COUNTY HIGHWAY FUNDS	22 PERCENT	CONSTRUCTION AND MAINTENANCE OF COUNTY OR TOWNSHIP HIGHWAYS AND DEET SERVICE ON COUNTY HIGHWAY BONES. IN COUNTIES HAVING 400 OR MORE PERSONS ELIGIBLE FOR RELIEF EMPLOYMENT, 50 PERCENT OF ALLOTMENT TO BE USED TO PARTICIPATE IN OR SPONSOR FEDERAL ROAD PROJECTS. THIS PROVISION IS CONTINGENT ON CONTINUANCE OF PROJECTS.	
		COUNTY HIGHWAY FUNDS	$1\frac{1}{2}$ CENTS $1\frac{1}{2}$ CENT	CONSTRUCTION AND MAINTENANCE OF COUNTY AND TOWNSHIP HIGHWAYS AND PERMANENT BRIDGES ON MAIL ROUTES AND SCHOOL DISTRICT BUS ROUTES.	
	(2)	GENERAL REVENUE FUND	1 CENT (2 CENTS) ALL	PAID OUT ONLY PURSUANT TO DIRECT APPROPRIATION BY LEGISLATURE FOR SUPPORT OF FUNCTIONS OF THE STATE GOVERNMENT. ONE HALF OF FUNDS FOR MATCHING FEDERAL FUNDS FOR CONSTRUCTION OF STATE AND FEDERAL HIGHWAYS. ONE HALF OF FUNDS FOR MATCHING FEDERAL-AID FOR FARM-TO-MARKET ROADS.	APPORTIONED IN THE SAME MANNER AS COUNTY HIGHWAY FUNDS LISTED ABOVE. THE 2 CENT TAX EXPIRED DECEMBER 31, 1946. SINCE THERE IS A POSSIBILITY THAT IT WILL BE RE-ENACTED, IT IS GIVEN HERE FOR INFORMATIONAL VALUE. EARNMARKED FOR DISTRIBUTION TO COUNTIES ON FOLLOWING BASIS: 1/3 ON AREA, 1/3 ON RURAL POPULATION, AND 1/3 ON ROAD MILEAGE RATIO TO TOTAL ROAD MILEAGE OF STATE.
OREGON	5	SECRETARY OF STATE (COLLECTION AGENCY) STATE HIGHWAY FUND	AMOUNT REQUIRED 5 CENTS	COLLECTION, ADMINISTRATION AND REFUNDS OF TAX. FOR VARIOUS PURPOSES GIVEN BELOW:	RECEIPTS ARE DEPOSITED IN STATE GENERAL FUND, FROM WHICH EXPENSES AND REFUNDS ARE PAID. HIGHWAY FUND RECEIVES MOTOR-FUEL, MOTOR-VEHICLE AND MOTOR-CARRIER TAXES AND OTHER REVENUES. INDICATED ALLOCATIONS ARE FROM COMBINED REVENUES. 15.7 PERCENT OF ALL MONEY CREDITED TO STATE HIGHWAY FUND OR \$2,000,000 WHICH EVER IS LARGER. APPROPRIATIONS TO COUNTIES ARE BASED UPON THE COUNTY MOTOR-VEHICLE TAXATION IN RELATION TO THE TOTAL STATE REVENUE. ALLOCATION MADE TO CITY ON BASIS OF POPULATION.
		COUNTIES	MINIMUM OF \$2,000,000	DEET SERVICE ON COUNTY ROAD OBLIGATIONS, PREPARATION OF ROADBED, BRIDGES ETC., FOR CONSTRUCTION OF STATE HIGHWAYS, GENERAL ROAD IMPROVEMENT.	
		CITIES	APPROPRIATION	CONSTRUCTION AND MAINTENANCE OF CITY STREETS THAT HAVE NOT BEEN DESIGNATED AS CONNECTING LINKS BETWEEN STATE HIGHWAYS.	
		DEPARTMENT OF STATE POLICE STATE HIGHWAY COMMISSION	APPROPRIATION AMOUNT REQUIRED AMOUNT REQUIRED RESIDUE	STATE HIGHWAY POLICE PATROL. INTEREST AND REDEMPTION, STATE HIGHWAY BONDS. INTEREST AND REDEMPTION, SALMON RIVER-GRAND RONDE HIGHWAY IMPROVEMENT DISTRICT BONDS. CONSTRUCTION AND MAINTENANCE OF STATE HIGHWAYS AND ADMINISTRATION OF STATE HIGHWAY COMMISSION; COOPERATION IN CONSTRUCTION OF FEDERAL AID PROJECTS AND REPAIR AND MAINTENANCE OF STATE HIGHWAYS. ESTABLISHMENT AND MAINTENANCE OF STATE PARKS AND PRIMARY OR SECONDARY ROAD SYSTEMS.	
		AERONAUTICS FUND	1 CENT OF TAX ON AVIATION FUEL	ADVANCEMENT OF AVIATION.	FOUR CENT REFUND MADE ON AVIATION FUEL.

PROVISIONS GOVERNING THE DISPOSITION OF MOTOR-FUEL TAX RECEIPTS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE G-106 (SHEET 13 OF 17 SHEETS)
STATUS AS OF JANUARY 1, 1947

[illegible]

PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY PROVISIONS GOVERNING THE DISPOSITION OF MOTOR-FUEL TAX RECEIPTS TABLE G-106 (SHEET 14 OF 17 SHEETS) STATUS AS OF JANUARY 1, 1947 COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES					
STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
MISSISSIPPI	7	DEPARTMENT OF FINANCE AND TAXATION STATE SINKING FUND BOND ACCOUNT, STATE SINKING FUND BOARD GENERAL HIGHWAY FUND, DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS, COMMISSIONERS OF PUBLIC WORKS, FUND OF DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS BUREAU OF AERONAUTICS, DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS.	AMOUNT REQUIRED 1.71 PERCENT 5 CENTS AMOUNT REQUIRED THE RESERVE 2 CENTS 7 CENT TAX ON AVIATION GASOLINE	REFUNDS OF TAX. COLLECTION AND ADMINISTRATION OF TAX. INTEREST AND REDEMPTION, ALL STATE DEBT, AS FOLLOWS: STATE HIGHWAY BONDS AND NOTES AND CONSOLIDATED BONDS ISSUED TO REFUND STATE DEBT, STATE SINKING FUND, AND CONSOLIDATED BONDS ISSUED TO REFUND THEM; COUNTY HIGH- WAY BONDS AND NOTES AND CONSOLIDATED BONDS ISSUED TO REIMBURSE OBLIGATIONS; CONSOLIDATED BONDS ISSUED TO REIMBURSE COUNTIES AND REFUND COUNTY HIGHWAY REIMBURSE- MENT OBLIGATIONS; HIGHWAY DEBT OF STATE. CONSTRUCTION, MAINTENANCE AND ADMINISTRATION OF STATE HIGHWAYS. CONSTRUCTION AND MAINTENANCE OF COUNTY HIGHWAYS. STATE TREASURER MAY WITHHOLD ANY PART OF FUNDS TO PAY AMOUNTS DUE BY COUNTY TO STATE OLD AGE ASSISTANCE FUND.	2 PERCENT OF 5 CENT STATE SHARE AND 1 PERCENT OF 2 CENT COUNTY SHARE. NET RECEIPTS FROM BRIDGE TOLLS ARE ALSO FOR STATE DEBT SERVICE. ANNUAL INSPECTION FEES ON VOLATILE SUBSTANCES, ANNUAL FRANCHISE TAX AND ONE HALF ANNUAL MOTOR-VEHICLE REGISTRATION FEES ALSO PLEDGED AGAINST STATE DEBT. DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS MAY ADMINISTER FUNDS AND MAKE EXPENDITURES AT OPTION OF COUNTY. COUNTY TREASURER RECEIVES 1 PERCENT FOR EXPENSES IF FUNDS ARE ADMINISTERED BY COUNTY. ONE-HALF OF FUND IS DISTRIBUTED EQUALLY AMONG THE COUNTIES, ONE-FOURTH IS DISTRIBUTED ACCORDING TO AREA, AND ONE-FOURTH IS DISTRIBUTED ACCORDING TO POPULATION. 50 PERCENT FOR SUPPORT OF BUREAU OF AERONAUTICS. 50 PERCENT TO COUNTIES AND MUNICIPALITIES THAT MAINTAIN AIRPORTS.
TEXAS	4	HIGHWAY MOTOR FUEL TAX FUND, COMPTROLLER OF PUBLIC ACCOUNTS ENFORCEMENT FUND, COMPTROLLER OF PUBLIC ACCOUNTS STATE HIGHWAY FUND COUNTY AND ROAD DISTRICT HIGHWAY FUND, BOARD OF COUNTY AND DISTRICT ROAD INDEBTEDNESS LATERAL ROAD ACCOUNT, BOARD OF COUNTY AND DISTRICT ROAD INDEBTEDNESS AVAILABLE FREE SCHOOL FUND, STATE BOARD OF EDUCATION	AMOUNT REQUIRED 1 PERCENT 2 CENTS 1 CENT 1 CENT	REFUNDS OF TAX. COLLECTION AND ADMINISTRATION OF TAX. CONSTRUCTION, MAINTENANCE AND ADMINISTRATION OF STATE HIGHWAYS, WORKS IN FEDERAL-AID, SECONDARY PROJECTS NOT ON THE STATE HIGHWAY SYSTEM; STATE HIGHWAY POLICE. STATE'S SHARE OF INTEREST AND REDEMPTION CHARGES ON COUNTY AND ROAD DISTRICT OBLIGATIONS ELIGIBLE FOR REIM- BURSEMENT. SUBJECT TO EXPENDITURE BY COUNTIES FOR FOLLOWING PURPOSES: INTEREST AND REDEMPTION CHARGES ON DEBENTURES ISSUED PRIOR TO JANUARY 1, 1939, PROJECTS OF WHICH WERE USED TO ACQUIRE RIGHT OF WAY FOR STATE HIGHWAYS, ACQUISITION OF RIGHT OF WAY AND CONSTRUCTION AND IMPROVEMENT OF COUNTY LATERAL ROADS; INTEREST AND REDEMPTION CHARGES ON COUNTY LATERAL ROAD BONDS ISSUED PRIOR TO JANUARY 2, 1939; PARTICIPATION IN FEDERAL PROJECTS FOR COUNTY LATERAL ROAD CONSTRUCTION; COOPERATION WITH STATE HIGH- WAY DEPARTMENT AND FEDERAL GOVERNMENT IN CONSTRUCTION OF FARM-TO-MARKET ROADS. AID TO PUBLIC SCHOOLS.	GROSS RECEIPTS OF TAX INITIALLY PLACED IN THIS FUND AND ALLOCATIONS ARE MADE THEREFROM. UNEXPENDED BALANCE AT END OF EACH BIENNIMUM REVERTS FOR APPORTIONMENT WITH BULK OF TAX. REIMBURSEMENT FOR CONTRIBUTIONS BY COUNTIES AND ROAD DISTRICTS FOR CONSTRUCTION OF ROADS NOT ON STATE HIGHWAY SYSTEM. ANY SURPLUS OVER \$50,000 IN COUNTY ROAD AND DISTRICT HIGHWAY FUND ON SEPTEMBER 1 OF EACH YEAR IS PAID TO THE LATERAL ROAD ACCOUNT, AND 1/2 TO THE STATE HIGHWAY FUND. THE DISTRIBUTION AMONG COUNTIES IS AS FOLLOWS: 1/10 ON THE BASIS OF THE AREA OF EACH COUNTY; 2/10 ON THE BASIS OF POPULATION AT THE LAST FEDERAL CENSUS; 3/10 ON THE NUMBER OF MOTOR VEHICLES REGISTERED IN THE COUNTIES DURING THE PRECEDING REGISTRATION YEAR; 4/10 ON THE BASIS OF LATERAL ROAD MILEAGE WITHIN THE COUNTIES.
UTAH	4	STATE TAX COMMISSION GENERAL FUND STATE HIGHWAY CONSTRUCTION AND SAFETY FUND, STATE ROAD COMMISSION AERONAUTICS FUND, AERONAUTICS COMMISSION, STATE DEPARTMENT OF ENGINEERING	AMOUNT REQUIRED APPROPRIATION 4 CENTS 4 CENT TAX ON AVIATION GASOLINE	COLLECTION AND ADMINISTRATION OF TAX. RENTAL OF OFFICE SPACE IN STATE CAPITOL OCCUPIED BY STATE ROAD COMMISSION. CONSTRUCTION, MAINTENANCE AND ADMINISTRATION OF STATE HIGHWAYS, EXPENSES OF HIGHWAY POLICE, AND UTAH TRAFFIC SAFETY COUNCIL. CONSTRUCTION AND MAINTENANCE OF AIRPORTS.	BIENNIAL APPROPRIATION OF ABOUT \$30,000 OR AS MUCH THEREOF AS NEEDED. BIENNIAL APPROPRIATION OF ABOUT \$17,000. THIS FUND RECEIVES THE NET PROCEEDS OF USE-FUEL TAX. 75 PERCENT COLLECTED FROM EACH AIRPORT IS RETURNED FOR IMPROVEMENT OF THAT AIRPORT. 25 PERCENT IS USED FOR PROMOTION AND REGULATION OF AERONAUTICS.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROVISIONS GOVERNING THE DISPOSITION OF MOTOR-FUEL TAX RECEIPTS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE
AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE 0-106 (SHEET 15 OF 17 SHEETS)
STATUS AS OF JANUARY 1, 1947

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
VERMONT	4	MAINTENANCE FUND, STATE TREASURY MOTOR VEHICLE DEPARTMENT DEPARTMENT OF HIGHWAYS	ALL APPROPRIATION APPROPRIATION	THIS IS A COMMON FUND RECEIVING GROSS REVENUES FROM MOTOR-FUEL TAX AND MOTOR-VEHICLE FEES, AND ARE MADE OUT OF COMBINED REVENUES AS LISTED. EXPENSES OF DEPARTMENT, INCLUDING COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAX AND MOTOR-VEHICLE FEES, AND EXPENSES OF LAW ENFORCEMENT DIVISION. SUPERVISION, ENGINEERING AND OFFICE EXPENSE; CONSTRUCTION AND MAINTENANCE OF STATE HIGHWAYS AND OF STATE-AID ROADS AND BRIDGES; ASSISTING TOWNS IN MAINTENANCE AND IMPROVEMENT OF TOWN HIGHWAYS; CONSTRUCTION AND MAINTENANCE OF FOREST AND PARK ROADS.	AID TO CITIES AND TOWNS CONSISTS OF ANNUAL APPROPRIATIONS OF \$500,000, \$250,000 AND \$150,000 AFFORTIONED ACCORDING TO MILEAGE OF TOWN HIGHWAYS WITH THE STIPULATION THAT CITIES AND TOWNS MUST SPEND AT LEAST 25 DOLLARS PER MILE OF THEIR OWN FUNDS ON THE ROADS OR HIGHWAYS WHICH THEY RECEIVE FROM THE STATE. THE COMMISSIONER MAY BEK A STATE USED FOR THE IMPROVEMENT SPACE OF THE HIGHWAYS IN THAT TOWN IF APPROVED BY THE COMMISSIONER. STATE-AID HIGHWAYS IN THAT TOWN IF APPROVED BY THE TOWN'S SELECTMEN AND THE DISTRICT HIGHWAY COMMISSIONER.
VIRGINIA	6	STATE TREASURER MISSISSIPPI BAY BRIDGE AERONAUTICS COMMISSION DIVISION OF MOTOR VEHICLES, DEPARTMENT OF FINANCE DIVISION OF AGRICULTURE AND DIVISION OF GROUND AND BUILDINGS DEPARTMENT OF LAW DEPARTMENT OF HIGHWAYS COUNTIES NOT UNDER "BYRD ROAD LAW"	AMOUNT REQUIRED APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION APPROPRIATION	INTEREST AND REDEMPTION-FLOOD BONDS. DEBT RETIREMENT AND INTEREST. ADMINISTRATION AND ENFORCEMENT OF LAWS RELATING TO AERONAUTICS; MARKING, LIGHTING, ETC. OF AIRPORTS. REFUNDS OF TAX. INSPECTION AND ANALYSIS OF MOTOR FUEL AND INSPECTION OF VEHICLES. HEARING, ETC. OF BUILDINGS OCCUPIED BY THE DEPARTMENT OF HIGHWAYS AND DIVISION OF MOTOR VEHICLES. LEGAL SERVICES PERFORMED FOR DEPARTMENT OF HIGHWAYS. SUPERVISION, ADMINISTRATION, ENGINEERING, CONSTRUCTION AND MAINTENANCE OF STATE SECONDARY HIGHWAY SYSTEM, AND ACQUISITION OF LAND FOR GEORGE WASHINGTON MEMORIAL PARKWAY. FOR CONSTRUCTION AND MAINTENANCE OF COUNTY HIGHWAYS.	AMOUNT NOT TO EXCEED \$35,000 ANNUALLY. FUNDS SPENT ON SECONDARY SYSTEM SHALL NOT BE LESS THAN 30 PERCENT OF ALL FUNDS AVAILABLE FOR PRIMARY AND SECONDARY SYSTEMS. ALL BUT THREE COUNTIES HAVE ELECTED TO PLACE THEIR ROADS UNDER STATE CONTROL. COUNTIES NOT ELECTING TO PLACE THEIR ROADS UNDER STATE CONTROL CONTINUE TO RECEIVE PROPORTIONATE SHARES OF MOTOR-FUEL TAX UNDER DISTRIBUTION FORMULA OF OLD LAW WHICH PROVIDES THAT ONE PERCENT OF MOTOR-FUEL TAX FROM EACH COUNTY SHALL BE PAID TO THE STATE FOR THE IMPROVEMENT OF ALL STATE-MAINTAINED ROADS. STATE TAXES AND LOCAL LEVIES COLLECTED DURING THE NEXT PRECEDING FISCAL YEAR.
		STATE PRISON BOARD STATE HIGHWAY MAINTENANCE AND CONSTRUCTION FUND DIVISION OF MOTOR VEHICLES, DEPARTMENT OF FINANCE DEPARTMENT OF HIGHWAYS CITIES AND TOWNS OVER 500 POPULATION SELECTED BY STATE HIGHWAY COMMISSIONER CONSTRUCTION OF STATE HIGHWAYS, WATCHING FEDERAL-AID. PROMOTION OF AVIATION AND CONSTRUCTION AND MAINTENANCE OF AIRPORTS.	APPROPRIATION APPROPRIATION APPROPRIATION RESIDUE APPROPRIATION	WORK AND PER DIEM ALLOWANCES OF STATE CONVICT ROAD FORCE. THIS IS A COMMON FUND RECEIVING REVENUE FROM BOTH MOTOR-FUEL TAX AND MOTOR-VEHICLE LICENSE, RECONSTRUCTION, ADMINISTRATION OF MOTOR-VEHICLE LICENSE, RECONSTRUCTION, AND MOTOR-FUEL TAX LAWS; STATE POLICE PATROL; HIGHWAY SAFETY AND POLICE RADIO. MAINTENANCE OF STATE HIGHWAYS, CONSTRUCTION AND MAINTENANCE OF CONNECTIONS OF STATE HIGHWAYS THROUGH OR INTO CITIES AND TOWNS OVER 500 POPULATION. CITIES AND TOWNS OVER 500 POPULATION. SELECTED BY STATE HIGHWAY COMMISSIONER. CONSTRUCTION OF STATE HIGHWAYS, WATCHING FEDERAL-AID. PROMOTION OF AVIATION AND CONSTRUCTION AND MAINTENANCE OF AIRPORTS.	ALLOCATION OF \$4,000 PER MILE PER YEAR; ONE THIRD FROM MAINTENANCE FUNDS AND TWO THIRDS FROM CONSTRUCTION FUNDS. TWO-CENT REFUND MADE ON GASOLINE PURCHASED IN THE STATE AND USED IN FLIGHTS OVER THE STATE.

PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY					
PROVISIONS GOVERNING THE DISPOSITION OF MOTOR-FUEL TAX RECEIPTS					
TABLE G-106 (SHEET 16 OF 17 SHEETS) STATUS AS OF JANUARY 1, 1947					
COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES					
STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
WASHINGTON	5	MOTOR VEHICLE FUND	ALL	REFUNDS OF TAX.	THIS FUND INCLUDES MOTOR-VEHICLE AS WELL AS MOTOR-FUEL REVENUES, AND APPROPRIATIONS ARE FROM THE COMBINED REVENUES. 25 PERCENT, OR COUNTIES' SHARE OF \$300,000 MINE-TO- MARKET ROAD FUND. DISTRIBUTED AS FOLLOWS: 10 PERCENT EQUALLY AMONG ALL COUNTIES; 70 PERCENT ON THE BASIS OF TRUNK HIGHWAYS IN THE COUNTIES; AND 20 PERCENT ON THE BASIS OF PRIVATE CARS AND TRUCKS REGISTERED IN RURAL AREAS IN EACH COUNTY. UNEXPENDED BALANCE AT END OF BIENNIMUM REVERTS TO STATE MOTOR-VEHICLE FUND. PAID MONTHLY TO CITIES ON BASIS OF POPULATION. 75 PERCENT OR STATE'S SHARE OF \$300,000 MINE-TO-MARKET ROAD FUND.
		STATE TREASURER, AUDITOR AND DIRECTOR OF LICENSES	AMOUNT REQUIRED	COLLECTION AND ADMINISTRATION OF TAX.	
		STATE DEPARTMENT OF HIGHWAYS COUNTIES' FUNDS	\$150,000 41.5 PERCENT OF RESIDUE	ROAD AND BRIDGES WITHIN STATE PARKS.	
		DIRECTOR OF HIGHWAYS COUNTIES COMPOSED ENTIRELY OF ISLANDS	\$36,000 PER YEAR TAX PAID BY RESIDENTS	SUPERVISION OF WORK AND EXPENDITURES ON COUNTY ROADS. AMOUNT IS REALLOCATED BY COUNTY TREASURERS TO ROAD DISTRICTS AND INCORPORATED CITIES ON THE BASIS OF ASSESSED VALUATION OF COUNTY. LAW DOES NOT RESTRICT USE OF FUNDS TO HIGHWAY PURPOSES.	
		MINE-TO-MARKET ROAD FUND	\$75,000	CONSTRUCTION AND MAINTENANCE OF MINE-TO-MARKET ROADS.	
			RESIDUE OF 41.5 PERCENT	CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS, INCLUDING COOPERATION WITH FEDERAL OR STATE GOVERNMENT; INTEREST AND REDEMPTION OF COUNTY ROAD BONDS.	
		CITIES' FUNDS	15 PERCENT OF RESIDUE	SUPERVISION OF WORK AND EXPENDITURES ON STREETS.	
		DIRECTOR OF HIGHWAYS	\$9,000 PER YEAR	CONSTRUCTION AND MAINTENANCE OF STREETS DESIGNATED AS EXTENSIONS OF PRIMARY STATE HIGHWAYS, INCLUDING BRIDGES AND FERRIES. INTEREST AND REDEMPTION OF CITY STREET BONDS.	
		INCORPORATED CITIES AND TOWNS	15 PERCENT	CONSTRUCTION AND MAINTENANCE OF MINE-TO-MARKET ROADS.	
		STATE DEPARTMENT OF HIGHWAYS	43.5 PERCENT OF RESIDUE	ADMINISTRATION, CONSTRUCTION AND MAINTENANCE OF PRIMARY STATE HIGHWAYS AND SECONDARY STATE HIGHWAYS; OPERATION OF MOVABLE SPAN BRIDGES ON URBAN EXTENSIONS OF PRIMARY STATE HIGHWAYS; INTEREST AND REDEMPTION OF STATE BRIDGE BONDS; TRAFFIC CONTROL.	
MINE-TO-MARKET ROAD FUND	\$225,000	CONSTRUCTION AND MAINTENANCE OF SECONDARY STATE HIGHWAYS, IF NOT NEEDED FOR DEBT SERVICE.			
WEST VIRGINIA	5	GASOLINE DEPARTMENT, STATE TAX COMMISSION	AMOUNT REQUIRED	REFUNDS OF TAX AND COST OF COLLECTION AND ADMINISTRATION.	THESE ARE FORMER COUNTY ROADS NOW UNDER CONTROL OF THE STATE ROAD COMMISSION. THE AMOUNT OF MONEY TO BE USED IN EACH COUNTY IS DETERMINED ACCORDING TO THREE FACTORS: 1. EACH COUNTY'S RURAL POPULATION TO EACH FACTOR, THE RATIO OF EACH COUNTY'S RURAL POPULATION TO THE TOTAL RURAL POPULATION OF THE STATE; THE RATIO OF THE TOTAL POPULATION OF EACH COUNTY TO THE TOTAL POPULATION OF THE STATE; AND THE RATIO OF SECONDARY ROAD MILEAGE IN EACH COUNTY TO THE TOTAL SECONDARY ROAD MILEAGE IN THE STATE.
		STATE ROAD FUND, STATE ROAD COMMISSION	4 CENTS	THIS IS A COMMON FUND RECEIVING REVENUES FROM MOTOR-FUEL. EXPENDITURES ARE MADE FROM COMBINED REVENUES. EXPENDITURES FOR INTEREST AND REDEMPTION PAYMENTS ON STATE HIGHWAY BONDS, CONSTRUCTION AND MAINTENANCE OF PRIMARY STATE HIGHWAYS AND ADMINISTRATIVE EXPENSES OF THE COMMISSION ARE MADE FROM COMBINED REVENUES.	
WEST VIRGINIA	5	STATE ROAD FUND, STATE ROAD COMMISSION	1 CENT	CONSTRUCTION AND MAINTENANCE OF SECONDARY STATE HIGHWAYS, IF NOT NEEDED FOR DEBT SERVICE.	THESE ARE FORMER COUNTY ROADS NOW UNDER CONTROL OF THE STATE ROAD COMMISSION. THE AMOUNT OF MONEY TO BE USED IN EACH COUNTY IS DETERMINED ACCORDING TO THREE FACTORS: 1. EACH COUNTY'S RURAL POPULATION TO EACH FACTOR, THE RATIO OF EACH COUNTY'S RURAL POPULATION TO THE TOTAL RURAL POPULATION OF THE STATE; THE RATIO OF THE TOTAL POPULATION OF EACH COUNTY TO THE TOTAL POPULATION OF THE STATE; AND THE RATIO OF SECONDARY ROAD MILEAGE IN EACH COUNTY TO THE TOTAL SECONDARY ROAD MILEAGE IN THE STATE.
		STATE ROAD FUND, STATE ROAD COMMISSION	1 CENT	CONSTRUCTION AND MAINTENANCE OF SECONDARY STATE HIGHWAYS, IF NOT NEEDED FOR DEBT SERVICE.	

PROVISIONS GOVERNING THE DISPOSITION OF MOTOR-FUEL TAX RECEIPTS

COMPILED FROM REPORTS BASED ON INFORMATION OBTAINED FROM STATE AUTHORITIES AND ON THE LAWS OF THE SEVERAL STATES

TABLE G-106 (SHEET 17 OF 17 SHEETS)
STATUS AS OF JANUARY 1, 1947

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE	TAX RATE PER GALLON	NAME OF FUND OR AGENCY	AMOUNT OR PROPORTION	OBJECTS OF EXPENDITURE	REMARKS
WISCONSIN	4	STATE HIGHWAY FUND	ALL	FOR REDISTRIBUTION AS SHOWN BELOW.	THE APPROPRIATIONS LISTED ARE FROM THE STATE HIGHWAY FUND, RATHER THAN FROM THE MOTOR-FUEL TAX ALONE. THE STATE HIGHWAY FUND RECEIVES THE PROCEEDS OF MOTOR-FUEL, MOTOR-VEHICLE, AND MOTOR-CARRIER TAXES, TOGETHER WITH OTHER RECEIPTS. TWENTY PERCENT OF THE MOTOR-VEHICLE REGISTRATION FEES ARE THEN DISTRIBUTED TO COUNTIES FOR ANY PUBLIC PURPOSES, IN LIEU OF PERSONAL PROPERTY TAXES FORMERLY IMPOSED ON MOTOR VEHICLES, AND ALL NET MOTOR-CARRIER TAX PROCEEDS ARE ALLOCATED FOR CONNECTING STREETS AND STATE TRUNK HIGHWAYS.
		DEPARTMENT OF TAXATION	\$93,000	COLLECTION AND ADMINISTRATION OF TAX.	
		TOWNS, VILLAGES, AND CITIES	\$12,500 AMOUNT REQUIRED ALLOCATION ON MILEAGE BASIS	REFUNDS ON MOTOR-FUEL TAX BONDS. IMPROVEMENT OF PUBLIC ROADS AND STREETS NOT ON STATE OR COUNTY TRUNK SYSTEM. MAY BE USED FOR SNOW REMOVAL, ICE PREVENTION AND DUST ALLEVIATION.	TOWN ROADS AND VILLAGE STREETS, \$65. PER MILE; CITY STREETS, \$130 TO \$200 PER MILE, ACCORDING TO POPULATION. EXPENDITURE SUBJECT TO SUPERVISION AND APPROVAL OF COUNTY HIGHWAY COMMITTEE, OR WORK MAY BE DONE BY COUNTY. \$500 PER MILE.
		CITIES AND VILLAGES	ALLOCATION ON MILEAGE BASIS \$130,000	MAINTENANCE AND CONSTRUCTION OF STREETS CONNECTING, BUT NOT PART OF, STATE TRUNK HIGHWAY SYSTEM.	PRORATED TO VARIOUS CITIES ON BASIS OF ACTUAL EXPENDITURES
		CITIES	\$3,500,000 PLUS \$65 PER MILE	CONNECTING STREETS IN CITIES OF 1ST, 2ND, AND 3RD CLASSES. MAINTENANCE OF TRUNK HIGHWAYS OF COUNTY HIGHWAY COM. (ONLY) CAN BE USED FOR CONSTRUCTION OF CITY STREETS. PARK ROADS OR PAYMENT OF INTEREST OR PRINCIPAL ON BONDS ISSUED FOR CONSTRUCTION OF BRIDGES CARRYING 2,500 VEHICLES OR MORE PER DAY.	\$3,500,000 IS ALLOCATED TO COUNTIES. 40 PERCENT ON BASIS OF MOTOR-VEHICLE REGISTRATIONS AND 60 PERCENT ON BASIS OF RURAL HIGHWAY MILEAGE. THESE FUNDS MAY BE USED TO MATCH FEDERAL-AID SECONDARY FUNDS; AMOUNTS SO USED ARE TO BE RETAINED BY OR PAID TO AND EXTENDED BY COMMISSION.
		STATE HIGHWAY COMMISSION	\$8,000,000	APPORTIONED ON COUNTY BASIS FOR CONSTRUCTION OF STATE TRUNK HIGHWAYS; RETIREMENT OF COUNTY BONDS ISSUED FOR CONSTRUCTION OF STATE TRUNK HIGHWAYS.	APPORTIONED TO COUNTIES: 40 PERCENT ON BASIS OF MOTOR-VEHICLE REGISTRATIONS; 60 PERCENT ON BASIS OF RURAL HIGHWAY MILEAGE. AMOUNT ALLOCATED TO EACH COUNTY NOT LESS THAN \$40,000 OR AMOUNT NECESSARY TO MEET BOND REQUIREMENTS. IN COUNTIES WHERE 60 PERCENT OF STATE TRUNK SYSTEM IS SATISFACTORILY CONSTRUCTED, SUCH COUNTY MAY ALLOCATE TO CONSTRUCTION OF LOCAL TRUNK SYSTEM. RETIRE BONDS MAY BE USED ON COUNTY TRUNK SYSTEM, AS NECESSARY TO MEET ABOVE MINIMUM. APPROPRIATION OF \$8,000,000 IS INCREASED.
			\$225,000 \$200,000 RESIDUE	CONSTRUCTION AND MAINTENANCE OF STATE PARK, FOREST AND INSTITUTIONAL ROADS. STATE'S PORTION OF COST OF INTERSTATE AND INTRASTATE BRIDGES NOT ON STATE TRUNK HIGHWAY SYSTEM OR CONNECTING STREETS. ADMINISTRATION, SUPERVISION, OVERHEAD, MAINTENANCE AND SNOW REMOVAL ON STATE HIGHWAYS, MARKING AND SIGNING, CONSTRUCTION OF STATE TRUNK HIGHWAYS, MATCHING AND SUPPLEMENTING FEDERAL AID, AND OTHER EXPENSES OF THE STATE HIGHWAY COMMISSION. THE ANNUAL AMOUNT MUST BE AT LEAST \$8,000,000 EACH YEAR (\$10,000,000 EACH YEAR FOR 1946, 1947 AND 1948); IF ENTIRE AMOUNT NOT AVAILABLE AS A RESERVE, THE NECESSARY BALANCE IS TEMPORARILY TRANSFERRED FROM \$8,000,000 APPORTIONMENT TO COUNTIES FOR STATE TRUNK HIGHWAY CONSTRUCTION.	PARK AND FOREST ROADS \$200,000; INSTITUTIONAL, \$25,000. IMPROVEMENTS FINANCED: ONE-THIRD STATE, ONE-THIRD COUNTY, AND ONE-THIRD LOCAL UNIT.
WYOMING	4	STATE HIGHWAY DEPARTMENT COUNTY GAS TAX FUNDS	\$15,000 23 PERCENT	COLLECTION AND ADMINISTRATION OF TAX. CONSTRUCTION AND MAINTENANCE OF COUNTY ROADS.	NOT MORE THAN \$15,000 TO BE SPENT FOR THIS PURPOSE. DISTRIBUTED AS FOLLOWS: 33 1/3 PERCENT ACCORDING TO AREA, 33 1/3 PERCENT ACCORDING TO RURAL POPULATION, AND 33 1/3 PERCENT ACCORDING TO THE MOST RECENT ASSESSED VALUATION. THESE FUNDS CAN BE USED FOR DIST SERVICE ON HIGHWAY REGISTRATIONS.
		CITIES AND TOWNS	2 PERCENT	CONSTRUCTION AND MAINTENANCE OF STREETS IN CITIES AND TOWNS OF MORE THAN 1,500 POPULATION.	APPORTIONED IN THE RATIO WHICH THE CITY'S OR TOWN'S POPULATION BEARS TO THE TOTAL POPULATION OF ALL CITIES AND TOWNS AT THE LATEST FEDERAL CENSUS.
		HIGHWAY BOND INTEREST FUND	AMOUNT REQUIRED	INTEREST ON STATE HIGHWAY BONDS ISSUED SUBSEQUENT TO DECEMBER 24, 1929.	
		STATE HIGHWAY DEPARTMENT	RESIDUE	CONSTRUCTION, MAINTENANCE AND ADMINISTRATION OF STATE HIGHWAYS, INCLUDING STATE HIGHWAY POLICE.	
		CITIES HAVING AIRPORTS	4 CENTS TAX ON AVIATION FUEL	MAINTENANCE OF AIRPORTS	A 2 CENT REFUND IS MADE TO CONSUMERS PURCHASING MORE THAN 10,000 GALLONS PER MONTH. AFTER COSTS OF COLLECTION ARE PAID, REMAINING FUNDS ARE RETURNED TO CITIES, TOWNS OR COUNTIES WHERE AIRFIELDS ARE LOCATED.
DISTRICT OF COLUMBIA	3	COLLECTOR OF TAXES HIGHWAY FUND, DEPARTMENT OF HIGHWAYS	AMOUNT REQUIRED 3 CENTS	REFUNDS OF TAX. ADMINISTRATION OF DEPARTMENT OF HIGHWAYS: CONSTRUCTION OF ROADS, STREETS AND ALLEYS, EXPENSES OF OFFICE OF DIRECTOR OF VEHICLES AND TRAFFIC, AND POLICE CONTROL OF TRAFFIC (NOT MORE THAN 15 PERCENT OF TOTAL APPROPRIATIONS FOR POLICE TO BE PAID OUT OF HIGHWAY FUND)	THIS IS A COMMON FUND RECEIVING REVENUES FROM BOTH MOTOR-FUEL AND MOTOR-VEHICLE TAXES. APPROPRIATIONS AND EXPENDITURES ARE MADE FROM COMBINED REVENUES.

FEDERAL EXCISE TAXES RELATING TO MOTOR VEHICLES - 1946

TABLE E-4, 1946
ISSUED AUGUST 1947

ESTIMATED DISTRIBUTION BY STATES 1/

STATE	GASOLINE			LUBRICATING OIL			MOTOR VEHICLES AND PARTS					DELINQUENT MOTOR VEHICLE TAX	TOTAL EXCISE TAXES RELATING TO MOTOR VEHICLES			STATE
	PAID BY HIGHWAY USERS	PAID BY OTHER USERS	TOTAL	PAID BY HIGHWAY USERS	PAID BY OTHER USERS	TOTAL	AUTOMOBILES AND MOTORCYCLES	TRUCKS	PARTS AND ACCESSORIES	TIRES AND TUBES	TOTAL		PAID BY HIGHWAY USERS	PAID BY OTHER USERS	TOTAL	
	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	
ALABAMA	5,219	355	5,574	483	506	989	1,344	1,068	1,028	2,012	5,452	11	11,165	861	12,026	ALABAMA
ARIZONA	2,214	218	2,432	205	226	431	351	233	382	747	1,713	4	4,136	444	4,580	ARIZONA
ARKANSAS	3,620	232	3,852	335	348	683	665	721	762	1,491	3,639	8	7,602	580	8,182	ARKANSAS
CALIFORNIA	35,115	3,973	39,088	3,251	3,684	6,935	8,392	2,818	7,406	14,423	33,109	77	71,552	7,657	79,209	CALIFORNIA
COLORADO	3,889	711	4,600	360	456	816	821	368	927	1,815	3,931	10	8,190	1,167	9,357	COLORADO
CONNECTICUT	5,342	193	5,535	495	487	982	1,710	414	1,314	2,571	6,009	14	11,860	680	12,540	CONNECTICUT
DELAWARE	932	66	998	86	91	177	323	119	1,427	2,792	957	2	1,977	157	2,134	DELAWARE
FLORIDA	6,990	920	7,910	647	756	1,403	1,641	912	1,427	2,792	6,772	15	14,424	1,676	16,100	FLORIDA
GEORGIA	7,140	523	7,663	661	699	1,360	1,544	914	1,375	2,691	6,524	14	14,339	1,222	15,561	GEORGIA
IDAH0	1,932	202	2,134	179	200	379	376	248	406	794	1,824	4	4,393	402	4,795	IDAH0
ILLINOIS	21,345	2,934	24,279	1,976	2,331	4,307	7,510	2,135	4,435	8,679	22,759	46	46,126	5,265	51,391	ILLINOIS
INDIANA	11,031	1,504	12,535	1,021	1,214	2,235	3,425	1,124	2,519	4,988	12,086	27	24,165	2,778	26,943	INDIANA
IOWA	7,909	2,716	10,625	732	1,153	1,885	2,030	956	1,771	3,465	8,222	19	16,882	3,869	20,751	IOWA
KANSAS	5,642	2,825	8,467	522	580	1,102	1,454	826	1,541	3,015	6,836	16	13,016	3,805	16,821	KANSAS
KENTUCKY	5,646	92	5,738	523	495	1,018	1,433	798	1,169	2,288	5,688	12	11,866	587	12,453	KENTUCKY
LOUISIANA	5,022	190	5,212	465	460	925	1,215	622	1,012	1,980	4,629	11	10,327	650	10,977	LOUISIANA
MAINE	2,500	127	2,627	232	234	466	521	325	519	1,075	2,470	6	5,208	361	5,569	MAINE
MARYLAND	4,948	354	5,302	458	483	941	1,618	582	1,255	2,456	5,911	13	11,330	837	12,167	MARYLAND
MASSACHUSETTS	10,254	398	10,652	950	940	1,890	3,687	1,014	2,318	4,535	11,754	24	22,984	1,338	24,322	MASSACHUSETTS
MICHIGAN	17,482	2,979	20,461	1,619	2,011	3,630	8,680	1,646	3,773	7,363	21,482	39	40,622	4,990	45,612	MICHIGAN
MINNESOTA	8,282	1,904	10,186	767	1,040	1,807	2,296	915	1,930	3,776	8,917	20	17,986	2,944	20,930	MINNESOTA
MISSISSIPPI	4,136	157	4,293	363	379	762	848	836	1,491	2,355	3,937	8	8,464	536	9,000	MISSISSIPPI
MISSOURI	10,771	507	11,278	997	1,075	2,072	3,051	1,484	2,306	4,513	11,354	24	23,146	1,982	25,128	MISSOURI
MONTANA	1,802	583	2,385	167	256	423	432	300	418	818	1,968	4	3,941	839	4,780	MONTANA
NEBRASKA	3,553	1,176	4,729	329	510	839	1,033	563	1,043	2,041	4,680	11	8,573	1,686	10,259	NEBRASKA
NEVADA	1,707	79	1,786	71	79	150	129	77	120	234	560	1	1,399	158	1,557	NEVADA
NEW HAMPSHIRE	1,407	25	1,432	130	124	254	314	125	339	664	1,442	4	2,983	149	3,132	NEW HAMPSHIRE
NEW JERSEY	12,495	814	13,309	1,157	1,204	2,361	3,924	1,201	2,689	5,262	13,076	28	26,756	2,018	28,774	NEW JERSEY
NEW MEXICO	2,027	252	2,279	188	216	404	288	212	319	625	1,444	3	3,662	468	4,130	NEW MEXICO
NEW YORK	26,483	1,339	27,822	2,424	2,519	4,943	11,261	2,981	6,314	12,355	32,911	66	61,584	3,798	65,382	NEW YORK
NORTH CAROLINA	8,452	385	8,837	783	785	1,568	1,885	1,033	1,626	3,181	7,725	17	16,977	1,170	18,147	NORTH CAROLINA
NORTH DAKOTA	1,375	1,776	3,151	127	432	559	372	260	461	903	1,996	5	3,503	2,208	5,711	NORTH DAKOTA
OHIO	21,339	1,544	22,883	1,976	2,084	4,060	7,670	2,215	4,987	9,760	24,632	52	47,999	3,628	51,627	OHIO
OKLAHOMA	5,634	1,658	7,292	522	772	1,294	1,508	908	1,337	2,617	6,370	14	12,540	2,430	14,970	OKLAHOMA
OREGON	4,882	583	5,465	452	518	970	1,078	508	1,101	2,154	4,841	12	10,187	1,101	11,288	OREGON
PENNSYLVANIA	22,650	1,165	23,815	2,097	2,128	4,225	8,470	2,585	5,219	10,213	26,487	55	51,289	3,293	54,582	PENNSYLVANIA
RHODE ISLAND	1,854	171	2,025	172	161	333	618	177	463	906	2,164	5	4,195	182	4,377	RHODE ISLAND
SOUTH CAROLINA	4,196	172	4,368	369	386	755	1,023	572	1,400	1,840	3,475	10	8,970	558	9,528	SOUTH CAROLINA
SOUTH DAKOTA	2,072	918	2,990	192	338	530	386	235	461	902	1,984	5	1,256	1,256	2,512	SOUTH DAKOTA
TENNESSEE	6,076	754	6,830	563	611	1,174	1,888	1,061	1,289	2,462	6,669	13	13,321	1,403	14,724	TENNESSEE
TEXAS	22,014	4,189	26,203	2,038	2,611	4,649	5,416	2,807	4,289	8,392	20,906	45	45,003	6,800	51,803	TEXAS
UTAH	1,958	158	2,116	181	194	375	386	182	409	800	1,777	4	3,920	352	4,272	UTAH
VERMONT	1,075	42	1,117	100	98	198	256	169	243	475	1,143	3	2,321	140	2,461	VERMONT
VIRGINIA	7,506	366	7,872	695	702	1,397	1,942	967	1,498	2,932	7,339	16	15,556	1,068	16,624	VIRGINIA
WASHINGTON	6,868	337	7,205	636	642	1,278	1,573	622	1,540	3,014	6,749	16	14,269	979	15,248	WASHINGTON
WEST VIRGINIA	3,697	59	3,756	337	319	656	626	451	1,516	1,516	3,568	8	7,551	378	7,929	WEST VIRGINIA
WISCONSIN	1,449	1,449	2,898	1,019	1,019	2,038	2,744	926	2,169	4,244	10,684	23	19,923	2,468	22,391	WISCONSIN
WYOMING	1,134	208	1,342	105	133	238	236	155	218	427	1,936	2	2,277	341	2,618	WYOMING
DISTRICT OF COLUMBIA	2,042	15	2,057	189	176	365	864	148	304	595	1,911	3	4,145	191	4,336	DISTRICT OF COLUMBIA
TOTAL	369,346	44,607	413,953	34,199	39,243	73,442	111,659	42,518	81,111	158,724	394,012	849	758,406	83,850	882,256	TOTAL

1/ THE FIGURES GIVEN IN THIS TABLE ARE ESTIMATES BY THE PUBLIC ROADS ADMINISTRATION, BASED ON TAX COLLECTIONS OF THE U. S. BUREAU OF INTERNAL REVENUE.

STATE HIGHWAY FINANCE

State Highway Income and Expenditures.—State highway income and expenditures are reported in tables SF-1 through SF-6, and the costs of collecting and administering the highway-user taxes are given in table SF-9. Tables SF-1 and 2 account for the receipts and disbursements of all State highway-user taxes and all other income available to the States for highways. Tables SF-3 and 4 record the portions of these revenues and expenditures for State-administered highways, and tables SF-5 and 6 give the portions of income and expenditure for local roads and streets.

The details of the allocation or expenditure of highway-user taxes for non-highway purposes, formerly given in tables SF-7 and 8 (published annually from 1937 through 1945, but now discontinued), are included in tables G-3, MV-3, MC-2, and DF.

The States received \$1,616,000,000 from highway-user taxes in 1946 — nearly \$150,000,000 more than the previous all-time high of 1941.

Highway-user tax revenues have not only practically replaced the use of State property taxes for roads but have also provided \$413,000,000 for State-aid funds to the political subdivisions during 1946 for expenditure on local highways.

These grants were generally intended to permit additional highway construction, but their net effect instead has been to reduce or eliminate local road taxes on rural property.

Most States segregate highway-user taxes and other income for highways from general State revenues, and deposit them in a fund administered by the highway department. A few States, however, deposit receipts from all sources in a general fund from which allocations or appropriations are made from time to time for highway and all other purposes. In analyzing receipts and expenditures of these "general-fund" States, all highway revenues are treated as though segregated from other State funds, and general-fund distributions for highways are therefore considered to have been derived from highway revenues.

In some States, highway-user revenues have been augmented by general-fund appropriations. Since these appropriations usually represent revenue from a nonhighway source, it has been expedient to offset them to the extent possible against highway-user revenues that have been allocated to the general fund or for other nonhighway purposes.

State Obligations for Highways.—Tables SB-1, 2, 2A, 3, and 5 present information on the obligations issued, redeemed, and outstanding, transactions during the year, and future annual debt-service requirements for State obligations for highways, including State-assumed local obligations, State issues for local roads, and obligations of the State to reimburse local governments for former local roads and streets now on the State system. Special issues for bridges and other highway facilities are included if the facilities are administered by State or quasi-State organizations. An attempt has been made to distinguish between general obligations backed by the full credit of the State and limited obligations supported exclusively by a designated source of revenue.

The obligations of several special authorities of considerable importance are not included in these tables, either because the obligations do not come within the category of State debt for highways or because sufficient data were not available for inclusion. Among the obligations omitted are those of the Golden Gate Bridge, the highway facilities of the Port of New York Authority, and several others less well known. The outstanding debt of the Pennsylvania Turnpike is given.

The total outstanding highway debt at the end of 1946 was \$1,359,000,000, a reduction of nearly \$63,000,000 from the amount outstanding in 1945. Deducting \$186,000,000 in sinking fund and debt reserves, the net State debt for highways was \$1,173,000,000. These amounts are itemized in table SB-2 for both direct State obligations and local obligations assumed by the States.

STATE HIGHWAY FINANCE - 1946
STATE HIGHWAY-USER REVENUES AND OTHER RECEIPTS APPLICABLE TO HIGHWAYS - SUMMARY 7PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY FINANCE - 1946

TABLE SF-1, 1946
SSEED SEPTEMBER 1947

COMPILED FOR 'CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	BALANCES JANUARY 1, 1940 2/				RECEIPTS FROM CURRENT STATE IMPOSTS 2/										OTHER RECEIPTS										TOTAL RECEIPTS	STATE
	RESERVES FOR CURRENT WORKS	RESERVES FOR DEBT SERVICE	TOTAL	HIGHWAY-USER REVENUE 2/				ROAD, BRIDGE, AND FERRY TOLLS	PROPERTY TAXES	APPROPRIATIONS GENERAL FUNDS 2/	OTHER STATE IMPOSTS 2/	TOTAL	FEDERAL FUNDS		FUNDS TRANSFERRED FROM LOCAL GOVERNMENTS	RECEIPTS FROM ISSUE OF BONDS, NOTES, ETC.		EARNINGS OF SINKING FUND OR DEBT RESERVE	MISCELLANEOUS RECEIPTS	TOTAL						
				MOTOR-FUEL TAXES	MOTOR-VEHICLE REGISTRATION TAXES, ETC.	MOTOR-TRAFFIC TAXES	PUBLIC ROADS ADMINISTRATION						OTHER AGENCIES 2/	FROM COUNTIES, CITIES, TOWNS, SHIPS, ETC.		FOR DEBT SERVICE, SINKING FUND, ETC.	FOR DEBT SERVICE, SINKING FUND, ETC.									
1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS					
ALABAMA	3,712	1,321	10,753	27,740	6,106	617	30,263	-	-	-	363	30,626	3,261	374	-	-	-	-	81	3,716	34,342	ALABAMA				
ARIZONA	-	-	4,922	7,595	2,010	571	10,176	-	-	-	-	10,176	3,403	553	-	-	-	-	19	4,960	14,136	ARIZONA				
ARKANSAS	8,162	9,958	16,666	4,957	-	3/ 21,727	-	-	-	3/ 16	-	21,743	4,027	463	-	-	-	-	2	4,952	26,235	ARKANSAS				
CALIFORNIA	62,117	8,123	69,240	37,498	8,558	3/ 13,855	5,749	-	-	-	-	12,634	1,583	5,202	1,260	-	-	80	375	18,792	140,536	CALIFORNIA				
COLORADO	6,395	1,114	7,409	10,544	3,458	1,517	15,155	359	747	-	-	16,265	1,598	-	51	4	-	12	44	17,097	177,974	COLORADO				
CONNECTICUT	15,743	-	16,596	11,127	768	-	1,694	-	-	-	-	14,959	1,077	30	-	-	-	68	1,765	23,568	CONNECTICUT					
DELAWARE	17,366	-	17,400	36,575	14,218	621	51,434	359	-	-	-	51,793	1,411	360	23	-	-	1	5,058	66,851	DELAWARE					
GEORGIA	9,184	8,371	17,555	30,723	3,451	127	34,771	-	-	-	-	35,171	1,449	-	-	-	-	58	4,597	40,278	GEORGIA					
ILLINOIS	3,765	70	3,835	10,750	126	-	11,876	-	-	41	-	12,427	1,415	461	1	-	-	-	1,884	14,311	ILLINOIS					
INDIANA	58,520	183	59,773	43,276	26,358	182	71,634	-	-	3/ 10,590	-	82,224	2,755	3	-	-	-	151	2,906	85,130	INDIANA					
IOWA	18,039	-	18,039	25,759	13,266	182	39,160	-	-	-	-	39,160	3,461	-	-	-	-	21	3,485	42,645	IOWA					
KANSAS	-	500	12,652	15,393	13,241	425	29,394	24,010	-	3/ 235	-	29,394	2,410	31	74	-	-	16	2,459	31,853	KANSAS					
KENTUCKY	12,885	71	13,956	16,162	15,106	4,760	31,655	255	-	-	-	32,635	4,950	66	-	-	-	116	3,332	36,217	KENTUCKY					
LOUISIANA	16,207	8,463	25,710	24,608	4,460	320	29,388	-	-	1,244	-	30,632	2,233	285	130	-	6	128	6,268	36,900	LOUISIANA					
MAINE	4,046	687	4,733	6,924	4,669	20	11,623	156	-	-	1	11,780	1,124	438	-	-	-	65	16,767	28,547	MAINE					
MARYLAND	10,056	1,239	11,295	13,395	8,069	-	21,455	2,192	343	2	-	23,650	3,920	666	32	247	-	11	1,242	25,422	MARYLAND					
MASSACHUSETTS	15,202	336	15,538	20,330	8,749	186	29,265	-	-	2/ 356	-	30,267	2,160	401	-	-	-	9	1,955	31,452	MASSACHUSETTS					
MICHIGAN	8,797	291	9,088	34,960	27,424	870	62,450	833	-	-	-	64,119	3,959	-	1,151	2,000	-	17	7,157	71,176	MICH					

1) THIS TABLE IS ONE OF A SERIES ON STATE HIGHWAY FINANCE. TABLES SP-1 AND 2 SUMMARIZE (1) THE RECEIPTS AND DISBURSEMENTS IN THE STATES FOR HIGHWAYS, INCLUDING AMOUNTS ALLOCATED FOR NON-HIGHWAY PURPOSES, AND (2) ALL OTHER RECEIPTS AND DISBURSEMENTS IN THE STATES FOR HIGHWAYS. TABLES SP-3 AND 4 RECORD RECEIPTS AND DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS; TABLES SP-5 AND 6 RECORD RECEIPTS AND DISBURSEMENTS FOR NON-HIGHWAY PURPOSES. INFORMATION ON THE AMOUNTS OF HIGHWAY TAXES USED FOR NON-HIGHWAY PURPOSES (COMMONLY KNOWN AS HIGHWAY-USER REVENUES) IS OBTAINED FROM TABLES SP-7, SP-8, SP-9, SP-10, SP-11, SP-12, SP-13, SP-14, SP-15, SP-16, SP-17, AND SP-18. INFORMATION IN TABLES SP-7 AND 8 CAN BE OBTAINED FROM TABLES SP-3, SP-13, SP-14, AND SP-15. THESE TABLES DO NOT INCLUDE THE TRANSACTIONS OF INTERSTATE TOLL HIGHWAYS AND A NUMBER OF STATE AUTHORITIES FOR WHICH COMPLETING THIS TABLE WOULD BE UNREASONABLE. TABLES SP-9 THROUGH SP-18 ARE NOT AVAILABLE FOR ALL STATES BECAUSE OF VARYING ACCOUNTING METHODS, INCLUDING DIFFERENCES BETWEEN JANUARY 1 BALANCES AND PREVIOUS YEAR'S CLOSING BALANCES WERE THE RESULT OF ACCOUNTING ADJUSTMENTS, INCLUSION OF FUNDS NOT PREVIOUSLY REPORTED, ETC.

/ FOR THIS ANALYSIS, GROSS NONHIGHWAY ALLOCATIONS OF HIGHWAY-USER REVENUES WERE OFFSET, IN THE FOLLOWING AMOUNTS, AGAINST

/ FOR THIS ANALYSIS, GROSS NONHIGHWAY ALLOCATIONS OF HIGHWAY-USER REVENUES WERE OFFSET, IN THE FOLLOWING AMOUNTS, AGAINST

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY FINANCE - 1946

DISBURSEMENTS FROM STATE HIGHWAY-USER REVENUES AND OTHER RECEIPTS APPLICABLE TO HIGHWAYS - SUMMARY

TABLE SF-2, 1946
ISSUED SEPTEMBER 1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	EXPENSE OF COLLECTING AND ADMINISTERING HIGHWAY-USER REVENUES	DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS					EXPENDITURES AND FUND TRANSFERS FOR LOCAL ROADS AND STREETS					EXPENDITURES AND FUND TRANSFERS FOR NON-HIGHWAY PURPOSES					BALANCES ON DECEMBER 31, 1946			STATE
		CONSTRUCTION, MAINTENANCE, AND ADMINISTRATION	STATE HIGHWAY POLICE AND SAFETY	INTEREST ON OBLIGATIONS FOR STATE HIGHWAYS	SUBTOTAL, CURRENT EXPENDITURES	RETIREMENT OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND OTHER LOCAL ROADS	CITY STREETS	SERVICE OF OBLIGATIONS FOR LOCAL ROADS	TOTAL	TO STATE AND LOCAL GENERAL FUNDS	EDUCATION, SERVICE OF NON-HIGHWAY DEBT, ETC.	TOTAL	TOTAL DISBURSEMENTS	RESERVES FOR CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL		
ALABAMA	726	13,505	809	1,150	15,464	1,641	17,105	12,249	366	-	12,615	1,174	-	1,174	31,630	12,470	1,005	13,475	ALABAMA	
ARIZONA	558	7,881	330	330	8,311	1,641	9,952	2,871	-	-	2,871	55	-	55	11,700	7,318	-	7,318	ARIZONA	
ARKANSAS	444	13,423	319	4,074	17,616	3,070	20,686	2,002	109	460	2,471	9,502	-	9,502	23,896	9,950	10,659	20,609	ARKANSAS	
CALIFORNIA	6,133	59,410	4,549	2,592	66,551	9,451	76,002	26,397	6,710	-	33,107	-	-	-	124,744	76,726	7,166	83,892	CALIFORNIA	
COLORADO	690	8,337	450	437	9,224	1,777	11,001	4,569	-	-	4,569	-	-	-	15,560	7,572	1,251	8,823	COLORADO	
CONNECTICUT	1,171	1,161	500	250	15,911	1,629	17,540	6,887	-	-	6,887	57	-	57	25,598	13,071	957	14,028	CONNECTICUT	
DELAWARE	1,509	1,471	431	122	4,094	436	4,530	6,153	11	-	6,164	3,692	53	3,745	50,935	24,018	298	23,316	DELAWARE	
FLORIDA	1,509	1,471	431	122	4,094	436	4,530	6,153	11	-	6,164	3,692	53	3,745	50,935	24,018	298	23,316	FLORIDA	
GEORGIA	706	12,002	915	134	20,971	2,425	23,396	8,065	107	-	8,172	5,820	-	5,820	36,384	14,876	5,433	30,309	GEORGIA	
IDAHO	132	8,707	166	1	8,874	75	8,949	2,884	-	-	2,884	-	-	-	11,945	70,930	161	71,091	IDAHO	
ILLINOIS	3,161	25,112	2,599	3,486	31,197	6,016	37,213	12,425	9,383	558	32,438	-	-	-	72,812	70,930	-	71,091	ILLINOIS	
INDIANA	1,863	24,163	924	3,486	25,117	6,016	31,133	12,225	3,000	-	15,225	587	-	587	62,802	3,116	-	3,116	INDIANA	
IOWA	1,199	13,152	657	790	14,599	7,439	22,038	9,624	-	-	9,624	-	-	-	32,861	17,091	-	17,091	IOWA	
KANSAS	1,611	21,011	304	41	22,256	1,280	23,536	4,255	365	-	4,620	-	-	-	29,767	9,637	974	10,611	KANSAS	
KENTUCKY	832	20,135	520	9	20,664	281	20,945	4,125	-	-	4,125	-	-	-	35,692	17,245	36	17,281	KENTUCKY	
LOUISIANA	422	15,047	184	3,739	13,970	4,395	18,365	705	-	-	705	3,823	-	3,823	31,737	22,245	885	30,333	LOUISIANA	
MAINE	285	11,614	420	743	15,865	2,240	18,105	458	-	-	458	-	-	-	18,848	13,547	885	14,432	MAINE	
MARYLAND	558	11,614	420	743	15,865	2,240	18,105	458	-	-	458	-	-	-	18,848	13,547	885	14,432	MARYLAND	
MASSACHUSETTS	2,146	12,062	673	15	12,750	1,974	14,724	3,247	5,151	17	8,415	1,620	-	1,620	25,699	15,565	1,263	16,828	MASSACHUSETTS	
MICHIGAN	2,869	24,785	1,130	-	25,915	2	25,917	31,332	-	-	31,332	-	-	-	63,118	19,857	289	20,146	MICHIGAN	
MINNESOTA	965	22,337	501	439	23,427	3,600	27,027	7,753	14	-	7,767	239	-	239	35,998	31,598	4,307	35,905	MINNESOTA	
MISSISSIPPI	736	14,537	478	1,360	12,266	4,515	16,811	10,286	216	-	10,502	-	-	-	28,049	10,348	1,621	11,969	MISSISSIPPI	
MISSOURI	944	17,936	1,138	2,376	21,450	6,023	27,473	39	-	-	39	-	-	-	49,456	18,512	8,123	26,635	MISSOURI	
MONTANA	276	8,337	375	58	8,794	2,907	11,701	1,363	31	-	1,394	19	-	19	13,340	1,537	-	3,347	MONTANA	
NEBRASKA	537	11,678	340	-	13,018	-	13,018	6,100	475	-	6,575	-	-	-	22,168	5,081	-	5,081	NEBRASKA	
NEVADA	199	6,025	326	92	6,425	813	6,025	15	-	-	6,025	-	-	-	6,219	2,029	-	2,029	NEVADA	
NEW HAMPSHIRE	208	5,762	326	1,888	19,617	762	20,379	9,217	-	-	9,217	-	-	-	7,993	3,028	-	2,936	NEW HAMPSHIRE	
NEW JERSEY	2,873	15,425	2,204	1,888	19,617	762	20,379	9,217	-	-	9,217	-	-	-	34,991	44,010	21,039	65,049	NEW JERSEY	
NEW MEXICO	624	14,598	229	511	15,338	1,314	16,652	277	61	-	318	739	-	739	16,353	471	189	600	NEW MEXICO	
NEW YORK	4,415	45,437	1,570	7,895	54,900	11,066	65,966	14,113	4,272	-	18,385	739	-	739	89,766	22,771	189	90,000	NEW YORK	
NORTH CAROLINA	673	45,711	1,057	2,122	48,890	4,925	53,815	15,716	-	-	2,037	1,488	185	1,674	50,162	51,278	15,404	64,682	NORTH CAROLINA	
NORTH DAKOTA	310	4,493	87	-	4,580	-	4,580	2,036	-	-	-	-	-	-	5,927	1,537	-	2,429	NORTH DAKOTA	
OHIO	3,338	37,953	1,482	42	39,417	700	40,117	29,617	14,042	-	33,659	9,169	-	9,169	96,343	20,279	495	20,774	OHIO	
OKLAHOMA	1,402	21,678	653	169	22,341	1,063	23,404	8,410	-	-	8,410	-	-	-	33,255	27,892	-	27,892	OKLAHOMA	
OREGON	2,634	16,189	383	2,154	19,791	2,000	21,791	15,716	816	-	16,532	-	-	-	32,750	18,082	-	18,082	OREGON	
PENNSYLVANIA	1,692	18,015	583	1,969	20,567	7,336	27,903	9,669	345	-	10,014	2,550	-	2,550	45,638	24,899	5,172	51,514	PENNSYLVANIA	
RHODE ISLAND	334	3,325	266	258	3,849	6,005	9,854	2,036	-	-	2,036	-	-	-	6,578	21,899	-	87,572	RHODE ISLAND	
SOUTH CAROLINA	475	14,695	573	1,611	16,879	1,063	17,942	2,967	-	-	2,967	61	-	61	27,403	14,162	3,091	17,253	SOUTH CAROLINA	
SOUTH DAKOTA	213	6,359	115	1,561	7,225	1,063	8,288	1,012	-	-	1,012	-	-	-	3,344	5,154	-	5,154	SOUTH DAKOTA	
TENNESSEE	1,692	18,015	583	1,969	20,567	7,336	27,903	9,669	345	-	10,014	2,550	-	2,550	45,638	24,899	5,172	51,514	TENNESSEE	
TEXAS	2,558	46,156	1,021	3,121	50,298	6,924	57,222	17,799	362	-	17,999	3,496	-	3,496	94,442	49,947	6,150	56,097	TEXAS	
UTAH	233	4,115	294	6	4,415	-	4,415	1,096	-	-	1,096	-	-	-	6,134	3,749	462	4,218	UTAH	
VERMONT	100	3,384	160	6	3,550	-	3,550	2,311	-	-	2,311	-	-	-	4,723	1,373	-	4,218	VERMONT	
VIRGINIA	908	17,047	1,502	84	19,633	481	20,114	12,318	6,985	99	19,432	-	-	-	33,668	12,824	2,555	15,379	VIRGINIA	
WASHINGTON	1,122	17,047	1,502	84	19,633	481	20,114	12,318	6,985	99	19,432	-	-	-	33,668	12,824	2,555	15,379	WASHINGTON	
WEST VIRGINIA	318	22,037	253	1,993	24,300	1,078	25,378	9,669	1,796	-	11,200	3,827	-	3,827	31,922	4,606	5,558	45,926	WEST VIRGINIA	
WISCONSIN	1,606	19,064	108	38	20,112	250	20,362	1,012	7,114	-	8,126	-	-	-	35,972	45,936	-	45,936	WISCONSIN	
WYOMING	51	6,612	-	-	6,663	-	6,663	1,012	7,114	-	8,126	-	-	-	7,868	3,800	-	6,109	WYOMING	
DISTRICT OF COLUMBIA	304	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	DISTRICT OF COLUMBIA	
TOTAL	58,506	908,963	41,303	46,476	996,741	112,661	1,116,403	333,108	63,669	3,705	400,402	52,496	42,082	94,578	1,669,889	1,091,620	1,492,327	1,289,947	TOTAL	

THIS TABLE IS ONE OF A SERIES ON STATE HIGHWAY FINANCE. TABLES SF-1 AND 2 SUMMARIZE THE RECEIPTS AND DISBURSEMENTS OF (1) STATE HIGHWAY-USER REVENUES, INCLUDING AMOUNTS ALLOCATED FOR NON-HIGHWAY PURPOSES, AND (2) ALL OTHER RECEIPTS AND DISBURSEMENTS BY THE STATES FOR HIGHWAYS.

TABLES SF-3 AND SF-4 SUMMARIZE THE RECEIPTS AND DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS. TABLES SF-5 AND SF-6 SUMMARIZE THE RECEIPTS AND DISBURSEMENTS BY THE STATES FOR LOCAL ROADS AND STREETS. TABLE SF-7, COSTS OF COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES, INFORMATION ON THE AMOUNTS OF HIGHWAY-USER TAXES USED FOR NON-HIGHWAY PURPOSES (FORMERLY PUBLISHED IN TABLES SF-7 AND 8) CAN BE OBTAINED FROM TABLES G-1, G-2, G-3, G-4, G-5, G-6, G-7, G-8, G-9, G-10, G-11, G-12, G-13, G-14, G-15, G-16, G-17, G-18, G-19, G-20, G-21, G-22, G-23, G-24, G-25, G-26, G-27, G-28, G-29, G-30, G-31, G-32, G-33, G-34, G-35, G-36, G-37, G-38, G-39, G-40, G-41, G-42, G-43, G-44, G-45, G-46, G-47, G-48, G-49, G-50, G-51, G-52, G-53, G-54, G-55, G-56, G-57, G-58, G-59, G-60, G-61, G-62, G-63, G-64, G-65, G-66, G-67, G-68, G-69, G-70, G-71, G-72, G-73, G-74, G-75, G-76, G-77, G-78, G-79, G-80, G-81, G-82, G-83, G-84, G-85, G-86, G-87, G-88, G-89, G-90, G-91, G-92, G-93, G-94, G-95, G-96, G-97, G-98, G-99, G-100, G-101, G-102, G-103, G-104, G-105, G-106, G-107, G-108, G-109, G-110, G-111, G-112, G-113, G-114, G-115, G-116, G-117, G-118, G-119, G-120, G-121, G-122, G-123, G-124, G-125, G-126, G-127, G-128, G-129, G-130, G-131, G-132, G-133, G-134, G-135, G-136, G-137, G-138, G-139, G-140, G-141, G-142, G-143, G-144, G-145, G-146, G-147, G-148, G-149, G-150, G-151, G-152, G-153, G-154, G-155, G-156, G-157, G-158, G-159, G-160, G-161, G-162, G-163, G-164, G-165, G-166, G-167, G-168, G-169, G-170, G-171, G-172, G-173, G-174, G-175, G-176, G-177, G-178, G-179, G-180, G-181, G-182, G-183, G-184, G-185, G-186, G-187, G-188, G-189, G-190, G-191, G-192, G-193, G-194, G-195, G-196, G-197, G-198, G-199, G-200, G-201, G-202, G-203, G-204, G-205, G-206, G-207, G-208, G-209, G-210, G-211, G-212, G-213, G-214, G-215, G-216, G-217, G-218, G-219, G-220, G-221, G-222, G-223, G-224, G-225, G-226, G-227, G-228, G-229, G-230, G-231, G-232, G-233, G-234, G-235, G-236, G-237, G-238, G-239, G-240, G-241, G-242, G-243, G-244, G-245, G-246, G-247, G-248, G-249, G-250, G-251, G-252, G-253, G-254, G-255, G-256, G-257, G-258, G-259, G-260, G-261, G-262, G-263, G-264, G-265, G-266, G-267, G-268, G-269, G-270, G-271, G-272, G-273, G-274, G-275, G-276, G-277, G-278, G-279, G-280, G-281, G-282, G-283, G-284, G-285, G-286, G-287, G-288, G-289, G-290, G-291, G-292, G-293, G-294, G-295, G-296, G-297, G-298, G-299, G-300, G-301, G-302, G-303, G-304, G-305, G-306, G-307, G-308, G-309, G-310, G-311, G-312, G-313, G-314, G-315, G-316, G-317, G-318, G-319, G-320, G-321, G-322, G-323, G-324, G-325, G-326, G-327, G-328, G-329, G-330, G-331, G-332, G-333, G-334, G-335, G-336, G-337, G-338, G-339, G-340, G-341, G-342, G-343, G-344, G-345, G-346, G-347, G-348, G-349, G-350, G-351, G-352, G-353, G-354, G-355, G-356, G-357, G-358, G-359, G-360, G-361, G-362, G-363, G-364, G-365, G-366, G-367, G-368, G-369, G-370, G-371, G-372, G-373, G-374, G-375, G-376, G-377, G-378, G-379, G-380, G-381, G-382, G-383, G-384, G-385, G-386, G-387, G-388, G-389, G-390, G-391, G-392, G-393, G-394, G-395, G-396, G-397, G-398, G-399, G-400, G-401, G-402, G-403, G-404, G-405, G-406, G-407, G-408, G-409, G-410, G-411, G-412, G-413, G-414, G-415, G-416, G-417, G-418, G-419, G-420, G-421, G-422, G-423, G-424, G-425, G-426, G-427, G-428, G-429, G-430, G-431, G-432, G-433, G-434, G-435, G-436, G-437, G-438, G-439, G-440, G-441, G-442, G-443, G-444, G-445, G-446, G-447, G-448, G-44

TABLE SF-3, 1946
ISSUED SEPTEMBER 1947

STATE HIGHWAY FINANCE-1946

COMPILED FOR ALENDAP YEAR FROM REPORTS OF STATE AUTHORITIES

[illegible]

- 1/ See this paper for a detailed report on the data. Tables 2-5 and 6 are contained herein with the titles of the respective tables.
- 2/ Under the 1987 and 1988 state-administered roads and bridges, in addition to the receipts and disbursements of the state highway department for primary and secondary state highways and county roads under state control, these tables also include state highway debt service transactions and (so far as reported) the receipts and disbursements for roads and bridges of other state agencies.
- 3/ The state's share of the federal-aid highway program is not a number of interstate tolls and miles of interstate highways, but a percentage of interstate tolls and miles for which complete reports were not received.
- 4/ Any differences between January 1 balances and previous year's closing balances are the result of accounting differences.
- 5/ For this analysis, gross highway allocations of highway-fee revenues were offset, in the following amounts:
1987, \$10,000,000;
1988, \$10,000,000;
1989, \$10,000,000;
1990, \$10,000,000;
1991, \$10,000,000;
1992, \$10,000,000;
1993, \$10,000,000;
1994, \$10,000,000;
1995, \$10,000,000;
1996, \$10,000,000;
1997, \$10,000,000;
1998, \$10,000,000;
1999, \$10,000,000;
2000, \$10,000,000;
2001, \$10,000,000;
2002, \$10,000,000;
2003, \$10,000,000;
2004, \$10,000,000;
2005, \$10,000,000;
2006, \$10,000,000;
2007, \$10,000,000;
2008, \$10,000,000;
2009, \$10,000,000;
2010, \$10,000,000;
2011, \$10,000,000;
2012, \$10,000,000;
2013, \$10,000,000;
2014, \$10,000,000;
2015, \$10,000,000;
2016, \$10,000,000;
2017, \$10,000,000;
2018, \$10,000,000;
2019, \$10,000,000;
2020, \$10,000,000;
2021, \$10,000,000;
2022, \$10,000,000;
2023, \$10,000,000;
2024, \$10,000,000;
2025, \$10,000,000;
2026, \$10,000,000;
2027, \$10,000,000;
2028, \$10,000,000;
2029, \$10,000,000;
2030, \$10,000,000;
2031, \$10,000,000;
2032, \$10,000,000;
2033, \$10,000,000;
2034, \$10,000,000;
2035, \$10,000,000;
2036, \$10,000,000;
2037, \$10,000,000;
2038, \$10,000,000;
2039, \$10,000,000;
2040, \$10,000,000;
2041, \$10,000,000;
2042, \$10,000,000;
2043, \$10,000,000;
2044, \$10,000,000;
2045, \$10,000,000;
2046, \$10,000,000;
2047, \$10,000,000;
2048, \$10,000,000;
2049, \$10,000,000;
2050, \$10,000,000;
2051, \$10,000,000;
2052, \$10,000,000;
2053, \$10,000,000;
2054, \$10,000,000;
2055, \$10,000,000;
2056, \$10,000,000;
2057, \$10,000,000;
2058, \$10,000,000;
2059, \$10,000,000;
2060, \$10,000,000;
2061, \$10,000,000;
2062, \$10,000,000;
2063, \$10,000,000;
2064, \$10,000,000;
2065, \$10,000,000;
2066, \$10,000,000;
2067, \$10,000,000;
2068, \$10,000,000;
2069, \$10,000,000;
2070, \$10,000,000;
2071, \$10,000,000;
2072, \$10,000,000;
2073, \$10,000,000;
2074, \$10,000,000;
2075, \$10,000,000;
2076, \$10,000,000;
2077, \$10,000,000;
2078, \$10,000,000;
2079, \$10,000,000;
2080, \$10,000,000;
2081, \$10,000,000;
2082, \$10,000,000;
2083, \$10,000,000;
2084, \$10,000,000;
2085, \$10,000,000;
2086, \$10,000,000;
2087, \$10,000,000;
2088, \$10,000,000;
2089, \$10,000,000;
2090, \$10,000,000;
2091, \$10,000,000;
2092, \$10,000,000;
2093, \$10,000,000;
2094, \$10,000,000;
2095, \$10,000,000;
2096, \$10,000,000;
2097, \$10,000,000;
2098, \$10,000,000;
2099, \$10,000,000;
2100, \$10,000,000;
2101, \$10,000,000;
2102, \$10,000,000;
2103, \$10,000,000;
2104, \$10,000,000;
2105, \$10,000,000;
2106, \$10,000,000;
2107, \$10,000,000;
2108, \$10,000,000;
2109, \$10,000,000;
2110, \$10,000,000;
2111, \$10,000,000;
2112, \$10,000,000;
2113, \$10,000,000;
2114, \$10,000,000;
2115, \$10,000,000;
2116, \$10,000,000;
2117, \$10,000,000;
2118, \$10,000,000;
2119, \$10,000,000;
2120, \$10,000,000;
2121, \$10,000,000;
2122, \$10,000,000;
2123, \$10,000,000;
2124, \$10,000,000;
2125, \$10,000,000;
2126, \$10,000,000;
2127, \$10,000,000;
2128, \$10,000,000;
2129, \$10,000,000;
2130, \$10,000,000;
2131, \$10,000,000;
2132, \$10,000,000;
2133, \$10,000,000;
2134, \$10,000,000;
2135, \$10,000,000;
2136, \$10,000,000;
2137, \$10,000,000;
2138, \$10,000,000;
2139, \$10,000,000;
2140, \$10,000,000;
2141, \$10,000,000;
2142, \$10,000,000;
2143, \$10,000,000;
2144, \$10,000,000;
2145, \$10,000,000;
2146, \$10,000,000;
2147, \$10,000,000;
2148, \$10,000,000;
2149, \$10,000,000;
2150, \$10,000,000;
2151, \$10,000,000;
2152, \$10,000,000;
2153, \$10,000,000;
2154, \$10,000,000;
2155, \$10,000,000;
2156, \$10,000,000;
2157, \$10,000,000;
2158, \$10,000,000;
2159, \$10,000,000;
2160, \$10,000,000;
2161, \$10,000,000;
2162, \$10,000,000;
2163, \$10,000,000;
2164, \$10,000,000;
2165, \$10,000,000;
2166, \$10,000,000;
2167, \$10,000,000;
2168, \$10,000,000;
2169, \$10,000,000;
2170, \$10,000,000;
2171, \$10,000,000;
2172, \$10,000,000;
2173, \$10,000,000;
2174, \$10,000,000;
2175, \$10,000,000;
2176, \$10,000,000;
2177, \$10,000,000;
2178, \$10,000,000;
2179, \$10,000,000;
2180, \$10,000,000;
2181, \$10,000,000;
2182, \$10,000,000;
2183, \$10,000,000;
2184, \$10,000,000;
2185, \$10,000,000;
2186, \$10,000,000;
2187, \$10,000,000;
2188, \$10,000,000;
2189, \$10,000,000;
2190, \$10

STATE HIGHWAY FINANCE - 1946
DISBURSEMENTS FOR STATE-ADMINISTERED HIGHWAYS

PUBLIC - ROAD'S ADMINISTRATION
 FEDERAL WORKS AGENCY

TABLE SF-4, 1946
ISSUED SEPTEMBER 1947

"BUILDING A CASE FOR A BETTER STATE AFFAIRS"

STATE	CAPITAL, OIL, GAS, COAL, AND RAILROADS		SECONDARY		UPPER		ADDITIONAL		INTEREST ON OBLIGATIONS FOR STATE HIGHWAYS		RETIREMENT OF OBLIGATIONS FOR STATE HIGHWAYS		BALANCES ON DECEMBER 31, 1946		STATE	
	REVENUE	EXPENSE	REVENUE	EXPENSE	REVENUE	EXPENSE	REVENUE	EXPENSE	STATE	REVENUE	STATE	REVENUE	EXPENSE	RESERVES FOR CURRENT WORK		TOTAL
ALABAMA	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	ALABAMA
ARIZONA	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	ARIZONA
CALIFORNIA	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	CALIFORNIA
CONNECTICUT	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	CONNECTICUT
DELAWARE	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	DELAWARE
FLORIDA	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	FLORIDA
GEORGIA	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	GEORGIA
ILLINOIS	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	ILLINOIS
INDIANA	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	INDIANA
IOWA	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	IOWA
KENTUCKY	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	KENTUCKY
LOUISIANA	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	LOUISIANA
MAINE	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	MAINE
MARYLAND	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	MARYLAND
MASSACHUSETTS	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	MASSACHUSETTS
MICHIGAN	1,000,000	1,000,000	1													

[illegible]

SL-QUANTIFIED LOGIC WITH PRA¹ IS UNDECIDABLE.

STATE RECEIPTS APPLICABLE TO LOCAL ROADS AND STREETS ^{1/}

STATE HIGHWAY FINANCE - 1946

TABLE SF-5, 1946
ISSUED SEPTEMBER 1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE	BALANCES ON JANUARY 1, 1946 ^{2/}			RECEIPTS FROM CURRENT STATE IMPOSTS ^{3/}					OTHER RECEIPTS					STATE	
	RESERVES ON CURRENT HIGHWAY WORK	RESERVES FOR DEBT SERVICE	TOTAL	HIGHWAY-USER REVENUE ^{4/}					FEDERAL FUNDS, PUBLIC ROADS ADMINIS- TRATION ETC.	FUNDS TRANSFERRED FROM LOCAL GOVERNMENTS		EARNINGS OF SINKING FUND OR DEBT RESERVE	MISCELL- ANEOUS RECEIPTS	TOTAL RECEIPTS	
				MOTOR- FUEL TAXES	MOTOR- VEHICLE REGIS- TRATION FEES, ETC.	MOTOR- CARRIER TAXES	TOTAL	PROPERTY TAXES		FROM COUNTIES, TOWN- SHIPS, ETC.	FROM LOCAL GOVERNMENTS				
ALABAMA	3,162	-	3,162	15,245	454	24	15,723	-	281	-	-	-	-	16,004	ALABAMA
ARIZONA	11	-	11	2,274	-	-	2,274	-	401	539	-	-	-	3,214	ARIZONA
ARKANSAS	148	-102	46	2,540	234	-	2,774	-	2,088	-	-	-	-	2,774	ARKANSAS
CALIFORNIA	13,616	-	13,616	29,514	18,244	-	47,758	-	2,088	154	-	-	-	50,020	CALIFORNIA
COLORADO	-	-	-	2,819	1,269	481	4,569	-	-	-	-	-	-	4,569	COLORADO
CONNECTICUT	9,479	-	9,479	5,032	2,951	504	8,487	-	-	-	-	-	-	8,487	CONNECTICUT
DELAWARE ^{5/}	-	-	-	-	-	-	-	-	-	-	-	-	-	-	DELAWARE ^{5/}
FLORIDA	-	-	-	5,601	-	467	6,068	-	-	96	-	-	-	6,164	FLORIDA
GEORGIA	-	-	-	5,324	522	11	5,857	-	275	-	-	-	-	6,132	GEORGIA
IDAHOW	205	-	205	1,301	1,301	-	2,602	-	2,387	396	-	-	-	2,783	IDAHOW
ILLINOIS	40,682	-	40,682	23,092	1,103	-	24,195	-	40,682	-	-	-	-	40,682	ILLINOIS
INDIANA	-	-	-	10,335	4,853	37	15,225	-	15,225	-	-	-	-	15,225	INDIANA
IOWA	5,058	-	5,058	7,707	1,304	190	9,261	-	545	-	-	-	-	9,806	IOWA
KANSAS	900	-	900	2,961	839	168	3,968	-	510	68	-	-	-	4,600	KANSAS
KENTUCKY	1,532	-	1,532	3,778	1,919	147	5,844	-	5,844	130	-	-	-	6,174	KENTUCKY
LOUISIANA	-	-	-	421	134	-	555	-	575	-	-	-	-	575	LOUISIANA
MAINE	549	-	549	504	323	-	827	-	927	-	-	-	-	927	MAINE
MARYLAND	4,863	-	4,863	7,030	1,241	-	8,271	-	112	32	-	-	-	8,415	MARYLAND
MASSACHUSETTS	1,042	-	1,042	7,246	2,429	-	9,675	-	9,675	-	-	-	-	9,675	MASSACHUSETTS
MICHIGAN	-	-	-	6,763	24,347	-	31,110	-	31,110	1,151	-	-	-	32,261	MICHIGAN
MINNESOTA	5,975	-	5,975	7,382	3,251	85	10,710	5	7,387	441	-	-	-	8,453	MINNESOTA
MISSISSIPPI	-	-	-	6,591	-	-	6,591	-	15,367	65	-	-	-	15,432	MISSISSIPPI
MISSOURI	-	-	-	-	-	-	-	-	1,394	-	-	-	-	1,394	MISSOURI
MONTANA	-	-	-	4,361	2,174	-	6,535	-	5,535	-	-	-	-	6,535	MONTANA
NEBRASKA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEBRASKA
NEVADA	-	-	-	382	248	-	630	-	15	129	-	-	-	15	NEVADA
NEW HAMPSHIRE	9,541	-	9,541	7,845	7,201	-	15,046	-	630	33	-	-	-	1,065	NEW HAMPSHIRE
NEW JERSEY	-	-	-	-	-	-	-	-	15,046	19	-	-	-	15,065	NEW JERSEY
NEW MEXICO	781	-	781	11,125	7,059	-	18,184	-	338	-	-	-	-	18,522	NEW MEXICO
NORTH CAROLINA ^{5/}	221	-	221	915	726	-	1,641	-	1,641	445	-	-	-	2,087	NORTH CAROLINA ^{5/}
NORTH DAKOTA	-	-	-	18,072	25,433	154	43,659	-	43,659	1	-	-	-	43,659	NORTH DAKOTA
OHIO	-	-	-	6,117	3,704	301	10,212	-	13,212	-	-	-	-	13,212	OHIO
OKLAHOMA	-	-	-	2,570	614	379	3,563	-	3,563	119	-	-	-	3,682	OKLAHOMA
OREGON	438	-	438	12,961	3,422	-	16,383	-	15,383	2	-	-	-	15,385	OREGON
PENNSYLVANIA	-	-	-	32	27	-	59	-	59	-	-	-	-	59	PENNSYLVANIA
RHODE ISLAND	-	-	-	2,967	978	-	3,945	-	2,967	-	-	-	-	2,967	RHODE ISLAND
SOUTH CAROLINA	-	-	-	648	169	-	817	-	1,626	848	-	-	-	2,474	SOUTH CAROLINA
SOUTH DAKOTA	42	-	42	9,009	-	-	9,009	-	9,178	-	-	-	-	9,178	SOUTH DAKOTA
TENNESSEE	-	-	-	2,463	14,726	-	17,189	-	17,189	-	-	-	-	17,189	TENNESSEE
TEXAS	126	-	126	70	1,003	-	1,073	-	810	-	-	-	-	1,073	TEXAS
UTAH	2,258	458	2,716	1,408	1,200	-	2,608	-	37	64	-	-	-	2,709	UTAH
VERMONT	-	-	-	341	-	-	341	-	2,608	-	-	-	-	2,608	VERMONT
VIRGINIA ^{5/}	326	674	1,000	11,720	2,084	-	13,804	-	484	1	-	-	-	14,288	VIRGINIA ^{5/}
WASHINGTON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	WASHINGTON
WEST VIRGINIA ^{5/}	-	-	-	-	-	-	-	-	-	-	-	-	-	-	WEST VIRGINIA ^{5/}
WISCONSIN	-	-	-	6,231	4,254	508	10,993	-	10,993	316	-	-	-	11,455	WISCONSIN
WYOMING	-	-	-	1,100	-	-	1,100	-	1,100	-	-	-	-	1,100	WYOMING
DISTRICT OF COLUMBIA	4,944	-	4,944	4,127	1,415	-	5,542	-	158	-	-	-	-	5,700	DISTRICT OF COLUMBIA
TOTAL	105,299	1,030	106,329	264,108	145,007	3,547	412,662	5	433,360	3,523	220	18	418	445,684	TOTAL

^{1/} SEE TABLES SF-1 AND SF-2 FOR GENERAL NOTE ON SF SERIES. TABLES SF-5 AND 6 ARE CONCERNED SOLELY WITH STATE RECEIPTS AND DISBURSEMENTS APPLICABLE TO COUNTY AND OTHER LOCAL ROADS AND STREETS NOT UNDER STATE CONTROL.
^{2/} YEAR-END BALANCES AS OF JANUARY 1. BALANCES AND PREVIOUS YEARS' CLOSING BALANCES WERE THE RESULT OF ACCOUNTING ADJUSTMENTS. INCLUSION OF FUNDS NOT PREVIOUSLY REPORTED, ETC.
^{3/} FOR THIS ANALYSIS, GROSS NON-HIGHWAY ALLOCATIONS OF HIGHWAY-USER REVENUES WERE OFFSET, THREE COUNTIES), AND WEST VIRGINIA.

IN THE FOLLOWING AMOUNTS, AGAINST APPROPRIATIONS FOR LOCAL ROADS AND STREETS OUT OF STATE GENERAL FUND: CALIFORNIA \$15,169,000; ILLINOIS \$2,856,000.
^{4/} THE ENTRIES IN THESE COLUMNS ARE IDENTICAL WITH THE TOTAL FOR LOCAL ROADS AND STREETS ON TABLES G-3, H-3, M-3, P-3, AND R-3, RESPECTIVELY.
^{5/} COUNTY ROADS UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT THREE COUNTIES), AND WEST VIRGINIA.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY FINANCE - 1946

COSTS OF COLLECTION AND ADMINISTRATION OF HIGHWAY-USER REVENUES

TABLE SF-9, 1946
ISSUED SEPTEMBER 1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	COLLECTION AND ADMINISTRATION PAID FROM MOTOR-FUEL TAX				COUNTY AND OTHER LOCAL SERVICE CHARGES 1/	COLLECTION AND ADMINISTRATION PAID FROM MOTOR-VEHICLE REGISTRATION FEES, ETC.					TOTAL 3/	COLLECTION AND ADMINISTRATION PAID FROM MOTOR-CARRIER TAXES	TOTAL 3/	STATE	
	COLLECTION AND ADMINISTRATION OF MOTOR-FUEL TAX	INSPECTION OF MOTOR-FUEL	MISCELLANEOUS	TOTAL		STATE EXPENDITURES 2/									TOTAL
						REGISTRATION, ETC.	TITLE AND AUTO THEFT ADMINISTRATION	OPERATORS AND CHAUFFEUR LICENSES	MISCELLANEOUS	TOTAL					
	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	1,000 DOLLARS	
ALABAMA	23	-	-	119	382	-	-	-	-	147	536	71	726	ALABAMA	
ARIZONA	104	96	-	101	87	-	-	-	-	306	393	61	558	ARIZONA	
ARKANSAS	365	3	-	368	-	-	-	-	-	92	92	4	464	ARKANSAS	
CALIFORNIA	327	-	-	327	-	-	-	-	-	4,244	5,209	597	6,133	CALIFORNIA	
COLORADO	151	-	-	151	353	-	-	-	-	361	714	125	990	COLORADO	
CONNECTICUT	64	-	-	64	-	-	-	-	-	1,033	1,033	74	1,171	CONNECTICUT	
DELAWARE	36	220	-	256	-	-	-	-	-	182	182	-	101	DELAWARE	
FLORIDA	89	26	-	115	312	341	87	-	-	798	1,110	143	1,509	FLORIDA	
GEORGIA	22	413	-	677	-	-	-	-	-	615	615	66	796	GEORGIA	
IDAHO	264	108	-	677	-	-	-	-	-	76	76	34	1,132	IDAHO	
ILLINOIS	81	108	-	189	788	773	516	-	-	2,484	2,484	-	3,161	ILLINOIS	
INDIANA	164	127	-	205	466	-	-	-	-	1,813	1,813	93	1,999	INDIANA	
IOWA	19	-	-	19	-	-	-	-	-	474	958	77	1,109	IOWA	
KANSAS	29	44	-	29	192	-	-	-	-	207	382	46	1,611	KANSAS	
KENTUCKY	54	-	-	98	466	-	-	-	-	35	75	169	822	KENTUCKY	
LOUISIANA	288	-	-	488	-	-	-	-	-	159	169	48	422	LOUISIANA	
MAINE	110	101	-	211	-	-	-	-	-	246	346	20	285	MAINE	
MARYLAND	260	16	-	276	-	-	-	-	-	529	529	-	529	MARYLAND	
MASSACHUSETTS	57	83	-	140	-	-	-	-	-	76	76	81	240	MASSACHUSETTS	
MICHIGAN	30	5	-	35	-	4/ 200	713	684	716	2,113	2,113	268	2,869	MICHIGAN	
MINNESOTA	146	29	-	172	133	-	125	39	-	22	196	46	537	MINNESOTA	
MISSISSIPPI	14	-	-	43	12	-	38	-	-	47	85	59	199	MISSISSIPPI	
MISSOURI	260	16	-	276	-	-	186	-	-	5/ 16	202	6	208	MISSOURI	
MONTANA	57	83	-	140	-	-	2,553	-	-	-	2,553	(6/)	2,873	MONTANA	
NEBRASKA	146	29	-	172	133	-	125	39	-	22	196	46	537	NEBRASKA	
NEVADA	10	-	-	10	-	-	38	-	-	-	85	59	199	NEVADA	
NEW HAMPSHIRE	320	-	-	320	-	-	186	-	-	5/ 16	202	6	208	NEW HAMPSHIRE	
NEW JERSEY	216	-	-	216	-	-	2,553	-	-	-	2,553	(6/)	2,873	NEW JERSEY	
NEW MEXICO	150	91	-	150	-	-	119	-	61	21	201	207	624	NEW MEXICO	
NORTH CAROLINA	57	114	-	171	1,296	-	2,533	-	-	413	2,946	23	4,415	NORTH CAROLINA	
NORTH DAKOTA	144	88	-	232	8	-	85	-	12	-	97	34	310	NORTH DAKOTA	
OHIO	144	88	-	232	1,745	-	862	-	17	-	1,279	170	3,338	OHIO	
OKLAHOMA	464	-	-	532	373	-	441	-	-	-	844	36	1,402	OKLAHOMA	
OREGON	60	-	-	60	-	-	842	-	-	-	842	362	1,264	OREGON	
PENNSYLVANIA	266	-	-	266	-	-	2,372	-	-	-	2,372	-	2,538	PENNSYLVANIA	
RHODE ISLAND	12	-	-	12	-	-	305	-	-	-	305	17	334	RHODE ISLAND	
SOUTH CAROLINA	31	30	-	61	-	-	308	-	-	12	320	94	475	SOUTH CAROLINA	
SOUTH DAKOTA	43	70	-	113	-	-	77	-	-	-	77	23	213	SOUTH DAKOTA	
TENNESSEE	538	75	-	613	207	-	505	-	99	-	504	68	1,492	TENNESSEE	
TEXAS	490	19	-	509	927	-	327	-	551	-	878	263	2,558	TEXAS	
UTAH	28	-	-	47	-	-	186	-	-	-	186	-	233	UTAH	
VERMONT	113	37	-	150	-	-	96	-	-	-	96	-	100	VERMONT	
VIRGINIA	92	-	-	92	-	-	590	-	125	-	715	37	908	VIRGINIA	
WASHINGTON	92	-	-	92	169	-	367	-	105	-	472	389	1,122	WASHINGTON	
WEST VIRGINIA	(8/)	206	-	306	59	-	966	-	-	-	966	(6/)	1,460	WEST VIRGINIA	
WISCONSIN	103	-	-	103	-	-	(9/)	-	-	-	-	41	51	WISCONSIN	
WYOMING	10	-	-	10	-	-	169	-	-	-	-	(10/)	304	WYOMING	
DISTRICT OF COLUMBIA	(19/)	-	-	3	-	-	-	-	-	132	301	(10/)	304	DISTRICT OF COLUMBIA	
TOTAL	6,541	2,119	229	8,889	8,167	1,610	30,296	4,249	699	36,854	45,021	4,596	58,506	TOTAL	

1/ IN MANY STATES COUNTY OR OTHER LOCAL OFFICIALS ARE ALLOWED SERVICE CHARGES FOR ISSUING REGISTRATIONS, OPERATORS LICENSES, ETC. IN SOME STATES THE AMOUNTS ALLOWED ARE IN ADDITION TO THE STATE FEES, AND ARE NOT ENTERED IN STATE RECORDS. IN SUCH CASES, THE AMOUNTS REPORTED WERE ESTIMATED BY STATE AUTHORITIES.

2/ IN MOST STATES THE COST OF ADMINISTERING THE TITLE LAWS AND OPERATORS AND CHAUFFEURS LICENSE LAWS ARE INCLUDED WITH GENERAL MOTOR-VEHICLE REGISTRATION EXPENSES, AND NOT REPORTED SEPARATELY.

3/ THE ENTRIES IN THIS COLUMN ARE IDENTICAL WITH THE ENTRIES IN THE COLUMN "EXPENSE OF COLLECTING AND ADMINISTERING HIGHWAY-USER REVENUES" ON TABLE OF.

4/ \$200,000 OF MOTOR-VEHICLE ADMINISTRATION EXPENSES WERE PAID FROM MOTOR-FUEL TAX RECEIPTS.

5/ MOTOR-FUEL TAX ADMINISTRATION EXPENSES, \$16,000, WERE PAID FROM MOTOR-VEHICLE FUNDS.

6/ COST OF COLLECTING MOTOR-CARRIER TAXES IS INCLUDED WITH MOTOR-VEHICLE REGISTRATION EXPENSES. AMOUNTS WERE NOT SEGREGATED.

7/ COST OF COLLECTING MOTOR-FUEL TAXES, AND PART OF MOTOR-CARRIER TAXES, IS INCLUDED WITH MOTOR-VEHICLE REGISTRATION EXPENSES. AMOUNTS WERE NOT SEGREGATED.

8/ MOTOR-FUEL TAX ADMINISTRATION EXPENSES, ESTIMATED \$10,000, WERE PAID FROM STATE GENERAL FUND; NOT INCLUDED IN THIS TABLE.

9/ COST OF COLLECTION WAS PAID FROM FUNDS ALLOCATED IN PRIOR YEARS.

10/ COST OF COLLECTION WAS PAID FROM GENERAL FUNDS. AMOUNT WAS NOT REPORTED.

^{1/} IN MANY STATES COUNTY OR OTHER LOCAL OFFICIALS ARE ALLOWED SERVICE CHARGES FOR ISSUING REGISTRATIONS, OPERATORS LICENSES, ETC. IN SOME STATES THE AMOUNTS ALLOWED ARE IN ADDITION TO THE STATE FEES, AND ARE NOT ENTERED IN STATE RECORDS. IN SUCH CASES, THE AMOUNTS REPORTED WERE ESTIMATED BY STATE AUTHORITIES.

^{2/} IN MOST STATES THE COST OF ADMINISTERING THE TITLE LAWS AND OPERATORS AND CHAUFFEURS LICENSE LAWS ARE INCLUDED WITH GENERAL MOTOR-VEHICLE REGISTRATION EXPENSES, AND NOT REPORTED SEPARATELY.

^{3/} THE ENTRIES IN THIS COLUMN ARE IDENTICAL WITH THE ENTRIES IN THE COLUMN "EXPENSE OF COLLECTION AND ADMINISTERING HIGHWAY-USER REVENUES" ON TABLE SF-9.

^{4/} \$500,000 OF MOTOR-VEHICLE ADMINISTRATION EXPENSES WERE PAID FROM MOTOR-FUEL TAX RECEIPTS.

^{5/} MOTOR-FUEL TAX ADMINISTRATION EXPENSES, \$16,000, WERE PAID FROM MOTOR-VEHICLE FUNDS.

^{6/} COST OF COLLECTING MOTOR-CARRIER TAXES IS INCLUDED WITH MOTOR-VEHICLE REGISTRATION EXPENSES. AMOUNTS WERE NOT SEGREGATED.

^{7/} COST OF COLLECTING MOTOR-FUEL TAXES, AND PART OF MOTOR-CARRIER TAXES, IS INCLUDED WITH MOTOR-VEHICLE REGISTRATION EXPENSES. AMOUNTS WERE NOT SEGREGATED.

^{8/} MOTOR-FUEL TAX ADMINISTRATION EXPENSES, ESTIMATED \$10,000, WERE PAID FROM STATE GENERAL FUND; NOT INCLUDED IN THIS TABLE.

^{9/} COST OF COLLECTION WAS PAID FROM GENERAL FUNDS. AMOUNT WAS NOT REPORTED.

^{10/} COST OF COLLECTION WAS PAID FROM GENERAL FUNDS. AMOUNT WAS NOT REPORTED.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCYHIGHWAY CONSTRUCTION CONTRACTS AWARDED BY
STATE HIGHWAY DEPARTMENTS ^{1/}

CALENDAR YEAR 1946

TABLE CA-3, 1946
ISSUED JANUARY 1947

STATE	PROJECTS FINANCED PARTIALLY OR ENTIRELY FROM FEDERAL FUNDS				PROJECTS FINANCED WITHOUT FEDERAL FUNDS			TOTAL, ALL PROJECTS		
	NUMBER OF PROJECTS	COST	FEDERAL FUNDS	MILES	NUMBER OF PROJECTS	COST	MILES	NUMBER OF PROJECTS	COST	MILES
		1,000 DOLLARS	1,000 DOLLARS			1,000 DOLLARS			1,000 DOLLARS	
ALABAMA	74	12,900	6,453	424	92	6,930	555	166	19,830	979
ARIZONA	36	8,055	6,167	265	5	186	2	41	8,241	267
ARKANSAS	62	7,978	4,050	368	208	1,413	1,758	270	9,391	2,126
CALIFORNIA	106	46,781	25,590	383	258	8,016	665	364	54,797	1,048
COLORADO	61	6,219	4,207	174	33	396	92	94	6,615	266
CONNECTICUT	23	6,094	3,135	39	147	6,290	192	170	12,384	231
DELAWARE	11	1,105	766	35	13	411	291	24	1,516	326
FLORIDA	43	4,001	2,162	67	180	15,000	1,263	223	19,001	1,330
GEORGIA	124	18,897	9,963	710	49	1,594	250	173	20,491	960
IDAHO	57	6,754	4,333	223	27	1,683	244	84	8,437	467
ILLINOIS	70	9,768	5,021	184	146	4,483	249	216	14,251	433
INDIANA	125	14,955	7,586	159	54	6,867	338	179	21,822	497
IOWA	256	12,747	5,027	1,354	2	5	1	258	12,752	1,355
KANSAS	249	17,048	8,676	1,445	123	3,389	654	372	20,437	2,099
KENTUCKY	91	12,741	6,402	537	106	4,531	1,499	197	17,272	2,036
LOUISIANA	14	3,604	2,172	50	164	6,113	846	178	9,717	896
MAINE	36	3,938	2,155	66	309	9,997	183	345	13,935	249
MARYLAND	24	4,264	1,854	67	47	5,367	48	71	9,631	115
MASSACHUSETTS	32	6,709	4,093	42	316	4,619	131	348	11,328	173
MICHIGAN	181	19,592	12,181	464	92	3,345	783	273	22,937	1,247
MINNESOTA	189	16,452	7,321	1,132	32	282	148	221	16,734	1,280
MISSISSIPPI	49	10,527	5,452	342	9	763	31	53	11,290	373
MISSOURI	145	11,539	5,995	490	(2/)	76	6	145	11,615	496
MONTANA	49	7,845	4,995	357	2	76	(3/)	51	7,921	357
NEBRASKA	104	8,324	4,161	651	143	542	1,641	247	8,866	2,292
NEVADA	26	5,001	4,202	254	-	-	-	25	5,001	254
NEW HAMPSHIRE	6	1,173	687	10	11	798	19	17	1,971	29
NEW JERSEY	16	11,052	5,820	20	1	1,919	1	17	12,971	21
NEW MEXICO	27	6,644	4,703	188	81	4,595	624	108	11,239	812
NEW YORK	44	17,990	9,860	147	68	24,544	174	112	42,534	321
NORTH CAROLINA	83	11,323	5,923	456	270	8,349	1,359	353	19,672	1,815
NORTH DAKOTA	26	2,889	1,760	272	-	-	-	26	2,889	272
OHIO	54	14,861	7,218	103	242	10,524	2,484	296	25,385	2,587
OKLAHOMA	198	13,782	7,732	843	187	7,156	1,204	385	20,938	2,047
OREGON	63	11,953	7,916	420	42	2,568	244	105	14,521	664
PENNSYLVANIA	59	26,023	12,726	142	1,058	31,646	1,572	1,117	57,669	1,714
RHODE ISLAND	-	-	-	-	22	935	16	22	935	16
SOUTH CAROLINA	96	12,417	5,933	568	63	2,969	645	159	15,386	1,213
SOUTH DAKOTA	53	5,982	4,119	467	10	124	114	63	6,106	581
TENNESSEE	55	8,989	4,970	247	35	5,694	465	90	14,683	712
TEXAS	392	42,634	21,928	2,677	294	10,013	1,973	686	52,647	4,650
UTAH	31	3,946	3,106	161	1	189	5	32	4,135	166
VERMONT	11	1,924	1,047	22	2	24	(3/)	13	1,948	22
VIRGINIA	23	8,204	4,927	129	598	12,928	1,101	621	21,132	1,230
WASHINGTON	77	9,172	5,535	280	32	1,255	263	109	10,427	543
WEST VIRGINIA	16	4,180	1,938	51	415	4,937	903	431	9,117	954
WISCONSIN	67	10,566	4,023	316	97	4,084	516	164	14,450	832
WYOMING	52	7,191	4,873	309	22	959	161	74	8,140	470
DISTRICT OF COLUMBIA	15	2,189	1,794	9	11	476	26	26	2,665	35
TOTAL	3,701	4/ 518,712	279,957	18,119	6,119	5/ 229,060	25,739	9,820	747,772	43,858

^{1/} CONTRACTS AWARDED AND FORCE ACCOUNT WORK AUTHORIZED BY STATE AGENCIES FOR HIGHWAYS, INCLUDING FEDERAL-STATE, FEDERAL-STATE-LOCAL, AND STATE-LOCAL COOPERATIVE WORK, AND A SMALL AMOUNT BY THE FEDERAL GOVERNMENT FOR NATIONAL PARK AND FOREST ROADS. WORK ON LOCAL ROADS AND STREETS IS INCLUDED ONLY WHEN CONTRACTED OR PERFORMED BY THE STATE OR WHEN FEDERAL FUNDS ARE INVOLVED.

^{2/} NON-PARTICIPATING PART OF A FEDERAL-AID PROJECT.

^{3/} LESS THAN ONE MILE.

^{4/} INCLUDES 64 FORCE ACCOUNT PROJECTS TOTALING \$1,723,000.

^{5/} INCLUDES 2,380 FORCE ACCOUNT PROJECTS TOTALING \$30,528,000.

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

1/ THIS TABLE IS ONE OF A SERIES GIVING AVAILABLE INFORMATION CONCERNING STATE AND QUASI-STATE OBLIGATIONS INCURRED FOR HIGHWAY PURPOSES. WHILE SOME INFORMATION WAS NOT AVAILABLE, THE TABLES ARE REASONABLY COMPLETE. THE REMAINING TABLES IN THE SERIES ARE AS FOLLOWS: TABLE SB-24, CHANGE IN INDEBTEDNESS DURING YEAR; TABLE SB-24A, OBLIGATIONS OUTSTANDING AT END OF YEAR; TABLE SB-1, RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE; TABLE SB-2, FUTURE DEBT SERVICE REQUIREMENTS. WHEN BONDS WERE ISSUED PARTLY FOR HIGHWAYS AND PARTLY FOR OTHER PURPOSES, SUCH ISSUES HAVE BEEN CHARGED TO STATE HIGHWAYS, TO COUNTY OR OTHER LOCAL ROADS AND STREETS, AND TO NONHIGHWAY PURPOSES, RESPECTIVELY, IN PROPORTION TO THE AMOUNTS OF THE ORIGINAL ISSUES USED FOR THESE PURPOSES. THE NONHIGHWAY PORTION BEING OMITTED FROM THESE TABLES, ALSO OMITTED ARE (A) INTERSTATE TOLL AUTHORITIES, (B) A NUMBER OF INTRASTATE AUTHORITIES FOR WHICH COMPLETE RECORDS WERE NOT RECEIVED, AND (C) OBLIGATIONS ISSUED FOR TERMS OF LESS THAN TWO YEARS (INTEREST PAYMENTS, HOWEVER, ARE INCLUDED IN TABLE SB-3).

2/ COINCIDING WITH DATE BONDS BEGAN TO BEAR INTEREST, UNLESS NOTED OTHERWISE.

3/ PAYMENT BY BOND PURCHASER FOR INTEREST ACCRUED FROM DATE OF SALE.

4/ PAYMENT ON ACCRUED INTEREST ARE USUALLY USED FOR DEBT SERVICE PAYMENTS.

5/ 2 PERCENT 5/1/66 TO 5/1/68; 4 PERCENT 5/2/68 TO 5/1/69; 3-1/2 PERCENT 5/2/69 TO 3/1/70; 2 PERCENT THEREAFTER.

6/ 2 PERCENT CONSOLIDATED BONDS ISSUED TO COUNTIES IN PAYMENT OF REDEMPTION OBLIGATIONS; 1 PERCENT TO PUBLIC.

NUMBER OF INTRASTATE AUTHORITIES FOR WHICH COMPLETE REPORTS WERE NOT RECEIVED, AND (C) OBLIGATIONS ISSUED FOR TERMS OF LESS THAN 40 YEARS (INTEREST PAYMENTS, HOWEVER, ARE INCLUDED IN TABLE SB-3).

1. COINDEBTS WITH DATE BONDS BEGAN TO BEAR INTEREST, UNLESS NOTED OTHERWISE.

2. PAYMENT BY BOND PURCHASER FOR INTEREST ACCRUED FROM DATE OF ISSUE TO DATE OF SALE.

3. PREMIUM AND ACCRUED INTEREST ARE USUALLY USED FOR DEBT SERVICE PAYMENTS.

4. 2 PERCENT 5/1/66 TO 9/1/66; 4 PERCENT 9/2/66 TO 9/1/68; 3 1/2 PERCENT 9/2/68 TO 3/1/69; 2 PERCENT THEREAFTER.

5. STATE CONSOLIDATED BONDS ISSUED TO COUNTIES IN PART OF REIMBURSEMENT OBLIGATIONS. NOT SOLD TO PUBLIC.

PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY												
STATE OBLIGATIONS FOR HIGHWAYS - 1946												
CHANGE IN INDEBTEDNESS DURING YEAR												
TABLE SB-2, 1946 SHEET 1 OF 4 ISSUED SEPTEMBER 1947												
STATE	OBLIGATIONS ISSUE	CLASSIFI- CATION 2/	OBLIGATIONS OUTSTANDING JANUARY 1, 1946	OBLIGATIONS ISSUED 3/			OBLIGATIONS REDEEMED			SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1946 4/	NET INDEBTED- NESS DECEMBER 31, 1946	
				ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL			
ALABAMA	STATE HIGHWAY BONDS: 1st ISSUE 2nd ISSUE (FLORENCE BRIDGE) 3rd ISSUE (FLORENCE BRIDGE) ALABAMA BRIDGE FINANCE CORPORATION REFUNDING BONDS TOTAL	1 1 2 5/ 2*	\$11,531,000 14,390,000 560,000 3,638,000 30,121,000	- - - - -	- - - - -	- - - - -	\$500,000 800,000 60,000 279,000 1,639,000	- - - - -	\$500,000 800,000 60,000 279,000 1,639,000	\$11,031,000 12,729,398 508,000 3,218,000 27,482,398	\$11,031,000 12,729,398 508,000 3,218,000 27,482,398	
ARIZONA	NONE		-	-	-	-	-	-	-	-	-	
ARKANSAS	STATE HIGHWAY REFUNDING BONDS REFUNDING REIMBURSEMENT BONDS TOTAL	1 5	85,511,756 32,176,244 127,688,000	- - -	- - -	- - -	2,095,957 1,014,043 3,070,000	- - -	2,095,957 1,014,043 3,070,000	83,455,799 41,162,201 124,618,000	3,667,993 1,809,089 5,476,992	79,787,896 32,353,112 119,141,008
CALIFORNIA	STATE HIGHWAY BONDS: 1st ISSUE 2nd ISSUE 3rd ISSUE CALIFORNIA TOLL BRIDGE AUTHORITY REFUNDING BONDS (SAN FRANCISCO-OAKLAND) TOTAL	1 1 1 4*	6,400,000 6,375,000 20,000,000 32,175,000 85,951,000	- - - - -	- - - - -	- - - - -	400,000 375,000 1,000,000 7,488,000 9,263,000	- - - - -	400,000 375,000 1,000,000 7,488,000 9,263,000	6,000,000 6,000,000 19,000,000 45,688,000 76,688,000	- - - 6,252,572 6,252,572	6,000,000 6,000,000 19,000,000 39,135,428 70,135,428
COLORADO	STATE HIGHWAY REFUNDING BONDS - 1935 REVENUE ANTICIPATION WARRANTS TOTAL	1 1*	494,000 15,435,000 15,929,000	- - -	- - -	- - -	247,000 1,530,000 1,777,000	- - -	247,000 1,530,000 1,777,000	247,000 13,905,000 14,152,000	281,976 924,583 1,206,559	34,976 13,929,417 12,945,441
CONNECTICUT 5/	STATE TOLL BRIDGE BONDS STATE ASSUMED COUNTY BONDS: MIDDLETOWN-PORTLAND BRIDGE MERRITT PARKWAY TOTAL	4 6 6	9,880,000 130,000 5,136,000 15,146,000	- - - -	- - - -	- - - -	380,000 130,000 1,000,000 1,510,000	- - - -	380,000 130,000 1,000,000 1,510,000	9,500,000 - 5,136,000 14,636,000	- - 568,000 568,000	9,500,000 - 4,568,000 14,668,000
DELAWARE	STATE HIGHWAY REFUNDING BONDS LOAN OF 1939 STATE ASSUMED COUNTY BONDS TOTAL	1 1 6	1,850,000 1,064,000 3,870,000 6,784,000	- - - -	- - - -	- - - -	100,000 31,000 305,000 436,000	- - - -	100,000 31,000 305,000 436,000	1,750,000 1,033,000 3,565,000 6,348,000	- - - -	1,750,000 1,033,000 3,565,000 6,348,000
FLORIDA	SPECIAL BRIDGE OBLIGATIONS ASSUMED REIMBURSEMENT OBLIGATIONS ASSUMED 1/ TOTAL	6 6	4,432,250 1,440,000 5,872,250	\$3,150,000 3,150,000 6,300,000	\$6,300,000 - 6,300,000	239,000 1,440,000 1,679,000	\$3,150,000 3,150,000 6,300,000	\$3,150,000 3,150,000 6,300,000	3,389,000 1,440,000 4,829,000	7,343,250 - 7,343,250	36,795 - 36,795	7,306,455 - 7,306,455
GEORGIA	REFUNDING REIMBURSEMENT BONDS	5	7,950,000	-	-	2,625,000	-	2,625,000	5,325,000	5,325,000	-	-
IDAHO	TOLL BRIDGE TREASURY NOTES	5/ 2	75,000	-	-	75,000	-	75,000	-	183	-183	-
ILLINOIS	STATE HIGHWAY BONDS: \$50,000,000 ISSUE \$100,000,000 ISSUE TOTAL	1 1	31,000 90,035,000 90,066,000	- - -	- - -	- - -	1,000 6,015,000 6,016,000	- - -	1,000 6,015,000 6,016,000	30,000 84,020,000 84,050,000	30,000 - 30,000	- 84,020,000 84,020,000
INDIANA	NONE		-	-	-	-	-	-	-	-	-	-
IOWA	STATE ASSUMED COUNTY BONDS	6	34,458,000	-	-	-	7,409,000	-	7,409,000	27,049,000	-	27,049,000

PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY												
STATE OBLIGATIONS FOR HIGHWAYS - 1946												
CHANGE IN INDEBTEDNESS DURING YEAR												
COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES												
STATE	OBLIGATIONS ISSUE	CLASSIFI- CATION	OBLIGATIONS OUTSTANDING JANUARY 1, 1946	OBLIGATIONS ISSUED 3/			OBLIGATIONS REDEEMED			OBLIGATIONS OUTSTANDING DECEMBER 31, 1946	SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1946 1/	NET INDEBTED- NESS DECEMBER 31, 1946
				ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL			
KANSAS	REVENUE ANTICIPATION WARRANTS COUNTY BENEFIT DISTRICT BONDS ASSUMED TOTAL	1 6	\$1,015,000 12,232,853 13,254,853	- - -	- - -	- - -	\$294,000 985,250 1,279,950	- - -	\$294,000 985,250 1,279,950	\$721,000 11,253,943 11,974,943	\$137,695 824,717 962,412	\$583,305 10,429,231 11,012,536
KENTUCKY	STATE TOLL BRIDGE REFUNDING BONDS	4	579,000	-	-	-	281,000	-	281,000	298,000	-	298,000
LOUISIANA	STATE HIGHWAY BONDS	1	82,911,000	\$2,900,000	-	\$2,900,000	4,409,000	-	4,409,000	87,402,000	8,203,653	79,198,347
MAINE	STATE HIGHWAY BONDS STATE TOLL BRIDGE BONDS MAINE TURNPIKE AUTHORITY BONDS TOTAL	1 4 4*	13,558,500 2,532,000 16,090,500	- - 15,000,000 15,000,000	\$600,000 - 600,000	600,000 - 15,600,000	1,649,000 12,000 1,661,000	\$600,000 - 600,000	1,649,000 12,000 2,261,000	11,909,500 2,520,000 29,429,500	139,418 - 139,418	11,909,500 2,300,582 29,730,082
MARYLAND	STATE ANNUITY BONDS: HIGHWAYS SPECIAL BRIDGE ISSUES STATE ROADS COMMISSION BONDS: REFUNDING AND IMPROVEMENT BONDS TOLL BRIDGE REFUNDING BONDS CHESAPEAKE BAY FERRY BONDS TOTAL	1 2 1* 4* 4*	799,000 292,000 6,946,000 4,000,000 2,470,000 14,507,000	- - - - - -	- - - - - -	- - - - - -	119,000 193,000 549,000 1,000,000 80,000 1,941,000	- - - - - -	119,000 193,000 549,000 1,000,000 80,000 1,941,000	680,000 99,000 6,397,000 3,000,000 2,390,000 12,566,000	- - 667,394 508,018 88,350 1,253,762	680,000 99,000 5,729,606 2,491,982 2,301,650 11,302,238
MASSACHUSETTS	METROPOLITAN PARKS - SERIES 2 - STATE HIGHWAY SHARE	1	422,500	-	-	-	175,000	-	175,000	247,500	184,933	62,577
MICHIGAN	STATE HIGHWAY IMPROVEMENT BONDS	1	250,000	-	-	-	2,000	-	2,000	248,000	248,000	-
MINNESOTA	STATE HIGHWAY BONDS REFUNDING REIMBURSEMENT BONDS TOTAL	1 5	13,475,000 5,085,000 18,560,000	- - -	- - -	- - -	1,000,000 2,600,000 3,600,000	- - -	1,000,000 2,600,000 3,600,000	12,475,000 2,445,000 14,920,000	1,500,000 2,445,000 3,945,000	10,975,000 - 10,975,000
MISSISSIPPI	STATE HIGHWAY BONDS STATE HIGHWAY REFUNDING BONDS TOTAL	1* 1*	36,512,000 12,024,000 48,536,000	5,000,000 - 5,000,000	- - -	5,000,000 - 5,000,000	2,239,000 2,306,000 4,545,000	- - -	2,239,000 2,306,000 4,545,000	39,273,000 9,718,000 48,991,000	- - 1,053,661	- - 47,937,339
MISSOURI	STATE HIGHWAY BONDS: \$60,000,000 ISSUE \$75,000,000 ISSUE REIMBURSEMENT OBLIGATIONS ASSUMED TOTAL	1 1 6	6,000,000 57,000,000 297,232 63,297,232	- - - -	- - - -	- - - -	3,000,000 3,000,000 23,440 6,023,440	- - - -	3,000,000 3,000,000 23,440 6,023,440	3,000,000 54,000,000 273,552 57,273,852	- 8,122,500 - 8,122,500	- 48,877,500 273,552 49,151,352
MONTANA	TREASURY ANTICIPATION DEBENTURES	1*	3,000,000	323,216	1,176,784	1,500,000	1,730,216	1,176,784	1,730,216	1,593,000	172,420	1,420,580
NEBRASKA	NONE		-	-	-	-	-	-	-	-	-	-
NEVADA	NONE		-	-	-	-	-	-	-	-	-	-

TABLE 3B-4, 1946
SHEET 2 OF 4
ISSUED SEPTEMBER 1947

CHANGE IN INDEBTEDNESS DURING YEAR 1946

TABLE SB-2, 1946
SHEET 3 OF 4
ISSUED SEPTEMBER 1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

[illegible]

STATE OBLIGATIONS FOR HIGHWAYS - 1946 CHANGE IN INDEBTEDNESS DURING YEAR ^{1/}

TABLE SB-2, 1946
SHEET 4 OF 4
ISSUED SEPTEMBER 1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	OBLIGATIONS ISSUE	CLASSIFICATION 2/	OBLIGATIONS OUTSTANDING JANUARY 1, 1946			OBLIGATIONS ISSUED ^{3/}			OBLIGATIONS RECEIVED				OBLIGATIONS OUTSTANDING DECEMBER 31, 1946	SINKING FUND AND OTHER REDEMPTION RESERVES DECEMBER 31, 1946 ^{4/}	NET INDEBTEDNESS DECEMBER 31, 1946
			ORIGINAL ISSUES	REFUNDING ISSUES	TOTAL	WITH CURRENT INCOME AND DEBT RESERVES	BY REFUNDING	TOTAL							
SOUTH CAROLINA	STATE HIGHWAY CERTIFICATES OF INDEBTEDNESS	1	\$36,043,900	-	\$36,043,900	\$4,073,650	-	\$4,073,650	\$37,970,250	-	-	-	\$3,063,963	-	\$42,755,037
	REFUNDING REIMBURSEMENT BONDS	5	8,623,100	-	8,623,100	771,750	-	771,750	5,149,021	-	-	-	5,149,021	-	5,122,021
	STATE ASSUMED COUNTY BONDS	6	6,274,496	-	6,274,496	1,125,475	-	1,125,475	50,971,021	-	-	-	3,090,983	-	47,880,098
	TOTAL		50,941,496	-	50,941,496	5,970,875	-	5,970,875							
SOUTH DAKOTA	NONE		-	-	-	-	-	-	-	-	-	-	-	-	-
	STATE HIGHWAY BONDS	1	9,015,000	-	9,015,000	3,959,000	-	3,959,000	5,086,000	-	-	-	4,016,969	-	12,771,031
	STATE HIGHWAY REFUNDING BONDS	1	11,108,000	-	11,108,000	74,000	-	74,000	6,000	-	-	-	6,000	-	-
	CONSOLIDATED REFUNDING HIGHWAY BONDS	4	74,000	-	74,000	10,000	-	10,000	3,198,000	-	-	-	971,895	-	2,226,105
TENNESSEE	STATE TOLL BRIDGE BONDS	4	4,718,000	-	4,718,000	1,520,000	-	1,520,000	26,296,500	-	-	-	26,296,500	-	26,296,500
	CONSOLIDATED REFUNDING TOLL BRIDGE BONDS	5	24,627,500	-	24,627,500	1,803,539	-	1,803,539	50,823,206	-	-	-	176,748	-	4,951,958
	REFUNDING REIMBURSEMENT BONDS	6	6,932,245	-	6,932,245	5,667,539	-	5,667,539	7,336,539	-	-	-	5,171,612	-	45,651,594
	TOTAL		56,490,745	-	56,490,745	6,882,702	-	6,882,702	63,518,189	-	-	-	6,149,735	-	47,368,454
TEXAS	REIMBURSEMENT OBLIGATIONS ASSUMED	6	60,400,891	-	60,400,891	-	-	-	-	-	-	-	-	-	-
	NONE		-	-	-	-	-	-	-	-	-	-	-	-	-
	MISSISSIPPI BAY TOLL BRIDGE BONDS	5/ 2	300,000	-	300,000	10,000	-	10,000	290,000	-	-	-	14,000	-	276,000
	FLOOD BONDS OF 1927 - LOCAL ROADS	7	1,915,680	-	1,915,680	403,920	-	403,920	1,211,760	-	-	-	403,920	-	387,840
UTAH	TOTAL		1,915,680	-	1,915,680	413,920	-	413,920	1,501,760	-	-	-	417,920	-	1,083,840
VERMONT	REFUNDING REIMBURSEMENT BONDS	5	1,428,000	-	1,428,000	950,000	-	950,000	478,000	-	-	-	478,000	-	-
	EMERGENCY RELIEF BONDS:														
	STATE HIGHWAY SHARE	3	446,132	-	446,132	55,628	-	55,628	390,504	-	-	-	390,504	-	-
	LOCAL ROAD SHARE	7	610,344	-	610,344	76,104	-	76,104	534,240	-	-	-	534,240	-	-
WASHINGTON	SUBTOTAL		1,056,476	-	1,056,476	131,732	-	131,732	924,744	-	-	-	924,744	-	-
	WASHINGTON TOLL BRIDGE AUTHORITY REFUNDING BONDS	1*	4,750,000	-	4,750,000	410,000	-	410,000	4,340,000	-	-	-	1,501,240	-	2,838,760
	STATE ASSUMED COUNTY BRIDGE BONDS	6	146,000	-	146,000	13,000	-	13,000	133,000	-	-	-	133,000	-	133,000
	TOTAL		5,952,476	-	5,952,476	554,732	-	554,732	5,397,744	-	-	-	2,485,984	-	2,971,760
WEST VIRGINIA	STATE HIGHWAY BONDS	1	64,056,000	-	64,056,000	6,307,000	-	6,307,000	65,749,000	-	-	-	4,196,813	-	61,552,187
	STATE TOLL BRIDGE REFUNDING BONDS	4	4,848,000	-	4,848,000	536,000	-	536,000	4,312,000	-	-	-	1,360,824	-	2,951,176
	TOTAL		68,904,000	-	68,904,000	6,843,000	-	6,843,000	70,061,000	-	-	-	5,557,637	-	64,503,363
WISCONSIN	REIMBURSEMENT OBLIGATIONS ASSUMED	6	-	-	-	1,078,225	-	1,078,225	1,320,574	-	-	-	-	-	1,320,574
	STATE HIGHWAY REFUNDING BONDS	1	2,020,000	-	2,020,000	250,000	-	250,000	1,770,000	-	-	-	-	-	1,770,000
	REGULAR STATE HIGHWAY BONDS	1	899,183,656	-	899,183,656	58,656,823	-	58,656,823	857,840,479	-	-	-	824,750,049	-	-
	SPECIAL STATE ISSUES FOR BRIDGES AND GRADE CROSSINGS	2	143,032,000	-	143,032,000	4,567,000	-	4,567,000	138,465,000	-	-	-	138,465,000	-	-
WYOMING	SPECIAL CONSTRUCTION ISSUES - STATE HIGHWAY SHARE	3	35,382,695	-	35,382,695	3,283,798	-	3,283,798	32,098,897	-	-	-	32,098,897	-	-
	STATE ISSUES FOR TOLL ROADS AND BRIDGES	4	146,500,000	-	146,500,000	13,041,000	-	13,041,000	152,541,000	-	-	-	152,541,000	-	-
	STATE ISSUES FOR REIMBURSEMENT	5	89,889,844	-	89,889,844	7,960,393	-	7,960,393	83,929,451	-	-	-	83,929,451	-	-
	SUBTOTAL, STATE ISSUES FOR STATE HIGHWAYS		1,273,948,125	-	1,273,948,125	87,099,014	-	87,099,014	1,360,759,798	-	-	-	1,231,091,327	-	-
SUMMARY	REIMBURSEMENT OBLIGATIONS ASSUMED	6	139,178,371	-	139,178,371	20,775,331	-	20,775,331	118,403,040	-	-	-	97,627,709	-	-
	TOTAL OBLIGATIONS FOR STATE HIGHWAYS		1,413,126,496	-	1,413,126,496	107,874,345	-	107,874,345	1,479,162,838	-	-	-	1,328,681,036	-	-
	STATE ISSUES FOR LOCAL ROADS AND BRIDGES	7	8,682,724	-	8,682,724	698,824	-	698,824	7,983,900	-	-	-	7,285,076	-	-
	TOTAL HIGHWAY OBLIGATIONS OF STATES		1,421,809,220	-	1,421,809,220	108,573,169	-	108,573,169	1,487,146,738	-	-	-	1,335,966,112	-	88,883,095

^{1/} SEE TABLE SB-1 FOR GENERAL NOTE ON SB SERIES.

^{2/} FOR PURPOSES OF THIS ANALYSIS, BOND ISSUES HAVE BEEN CLASSIFIED IN ACCORDANCE WITH THE TYPES OF ISSUES SUMMARIZED ON SHEET 4. SEE TABLE SB-2A, NOTE 2, FOR ADDITIONAL DETAILS. ISSUES MARKED WITH AN ASTERISK ARE LIMITED STATE OBLIGATIONS OR QUASI-STATE OBLIGATIONS SUPPORTED BY SPECIFIC REVENUES ONLY. ALL OTHER ISSUES ARE UNDERSTOOD TO BE SUPPORTED BY THE FULL FAITH AND CREDIT OF THE STATE AS WELL AS BY SPECIFIC REVENUES. (NO ATTEMPT HAS BEEN MADE TO DETERMINE THE STATUS OF REIMBURSEMENT OBLIGATIONS.)

^{3/} SEE TABLE SB-1 FOR ADDITIONAL INFORMATION.

^{4/} EXCLUDES AMOUNTS RESERVED SOLELY FOR INTEREST PAYMENTS.

^{5/} CLASSIFICATION HAS CHANGED FROM 4 TO 2, SINCE THE BRIDGES FOR WHICH THE OBLIGATIONS WERE ISSUED HAVE NOW BEEN MADE TOLL FREE.

^{6/} DOES NOT INCLUDE ADVANCES BY TOWNS IN ANTICIPATION OF STATE AID.
^{7/} AMOUNT OUTSTANDING AT BEGINNING OF YEAR REPRESENTS REMAINDER OF REIMBURSEMENT OBLIGATION FIRST ASSUMED IN 1931. THIS OBLIGATION HAS BEEN OMITTED FROM THE PUBLISHED TABLES SINCE 1942, AND IS INCLUDED HERE TO AGREE WITH THE TABLE OF HIGHWAY OBLIGATIONS (SB-202) PUBLISHED IN "HIGHWAY STATISTICS - SUMMARY TO 1945".

PUBLIC ROADS ADMINISTRATION.
FEDERAL WORKS AGENCY

STATE OBLIGATIONS FOR HIGHWAYS - 1946

OBLIGATIONS OUTSTANDING AT END OF YEAR 1/

TABLE SB-2A, 1946
ISSUED SEPTEMBER 1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	FOR STATE HIGHWAYS										STATE
	REGULAR STATE HIGHWAY BONDS	SPECIAL STATE ISSUES FOR BRIDGES AND GRADE CROSSINGS	SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE	STATE ISSUES FOR TOLL ROADS AND BRIDGES	STATE ISSUES FOR REIMBURSEMENT 2/	SUBTOTAL, STATE ISSUES FOR STATE HIGHWAYS	REIMBURSEMENT OBLIGATIONS ASSUMED 2/	TOTAL OBLIGATIONS FOR STATE HIGHWAYS	STATE ISSUES FOR LOCAL ROADS AND BRIDGES	TOTAL HIGHWAY OBLIGATIONS OF STATE 3/	STATE
ALABAMA	\$24,621,000	\$3,867,000	-	-	-	\$28,488,000	-	\$28,488,000	-	\$28,488,000	ALABAMA
ARIZONA 1/	83,455,799	-	-	-	-	124,618,000	-	124,618,000	-	124,618,000	ARIZONA 1/
ARKANSAS	31,000,000	-	-	\$45,688,000	\$41,162,201	124,618,000	-	124,618,000	-	124,618,000	ARKANSAS
CALIFORNIA	-	-	-	-	-	76,688,000	-	76,688,000	-	76,688,000	CALIFORNIA
COLORADO	14,152,000	-	-	-	-	14,152,000	-	14,152,000	-	14,152,000	COLORADO
CONNECTICUT	-	-	-	9,500,000	-	9,500,000	5/ \$5,136,000	14,636,000	-	14,636,000	CONNECTICUT
DELAWARE	2,763,000	-	-	-	-	2,763,000	3,565,000	6,348,000	-	6,348,000	DELAWARE
FLORIDA	-	-	-	-	-	-	7,343,250	7,343,250	-	7,343,250	FLORIDA
GEORGIA	5,325,000	-	-	-	-	5,325,000	-	5,325,000	-	5,325,000	GEORGIA
IDAHO 1/	84,050,000	-	-	-	-	84,050,000	-	84,050,000	-	84,050,000	IDAHO 1/
ILLINOIS	-	-	-	-	-	-	-	-	-	-	ILLINOIS
INDIANA 1/	-	-	-	-	-	-	-	-	-	-	INDIANA 1/
IOWA	721,000	-	-	-	-	721,000	27,049,000	27,049,000	-	27,049,000	IOWA
KANSAS	-	-	-	-	-	-	11,974,948	11,974,948	-	11,974,948	KANSAS
KENTUCKY	87,402,000	-	-	298,000	-	87,402,000	-	87,402,000	-	87,402,000	KENTUCKY
LOUISIANA	-	-	-	-	-	-	-	-	-	-	LOUISIANA
MAINE	11,909,500	-	-	17,520,000	-	29,429,500	-	29,429,500	-	29,429,500	MAINE
MARYLAND	7,077,000	99,000	-	5,390,000	-	12,566,000	-	12,566,000	-	12,566,000	MARYLAND
MASSACHUSETTS	247,500	-	-	-	-	247,500	-	247,500	-	247,500	MASSACHUSETTS
MICHIGAN	246,000	-	-	-	-	246,000	-	246,000	-	246,000	MICHIGAN
MINNESOTA	12,475,000	-	-	-	-	12,475,000	-	12,475,000	-	12,475,000	MINNESOTA
MISSISSIPPI	48,991,000	-	-	-	-	48,991,000	-	48,991,000	-	48,991,000	MISSISSIPPI
MISSOURI	57,000,000	-	-	-	-	57,000,000	273,852	57,273,852	-	57,273,852	MISSOURI
MONTANA	1,593,000	-	-	-	-	1,593,000	-	1,593,000	-	1,593,000	MONTANA
NEBRASKA 1/	-	-	-	-	-	-	-	-	-	-	NEBRASKA 1/
NEVADA 1/	801,000	40,000	\$2,732,100	505,000	-	4,078,100	-	4,078,100	\$1,267,900	5,346,000	NEVADA 1/
NEW HAMPSHIRE	31,660,000	-	13,140,000	-	-	44,800,000	-	44,800,000	4,510,000	49,310,000	NEW HAMPSHIRE
NEW JERSEY	-	-	-	-	-	-	-	-	-	-	NEW JERSEY
NEW MEXICO	18,686,000	-	-	-	-	18,686,000	-	18,686,000	-	18,686,000	NEW MEXICO
NEW YORK	90,000,000	128,895,000	15,836,223	12,054,000	-	246,785,223	-	246,785,223	-	246,785,223	NEW YORK
NORTH CAROLINA	45,506,000	-	-	-	-	45,506,000	-	45,506,000	-	45,506,000	NORTH CAROLINA
NORTH DAKOTA 1/	-	-	-	-	-	-	-	-	-	-	NORTH DAKOTA 1/
OHIO	-	-	-	1,540,000	-	1,540,000	-	1,540,000	-	1,540,000	OHIO
OKLAHOMA 1/	4,000,000	-	-	-	-	4,000,000	-	4,000,000	-	4,000,000	OKLAHOMA 1/
OREGON	44,688,000	-	-	46,000,000	-	90,688,000	12,500	90,688,000	-	90,688,000	OREGON
PENNSYLVANIA	-	-	-	-	-	-	-	-	-	-	PENNSYLVANIA
RHODE ISLAND	-	4,574,000	-	1,868,000	-	6,442,000	-	6,442,000	-	6,442,000	RHODE ISLAND
SOUTH CAROLINA	37,970,250	-	-	-	7,851,750	45,822,000	5,149,021	50,971,021	-	50,971,021	SOUTH CAROLINA
SOUTH DAKOTA 1/	16,194,000	-	-	3,204,000	26,296,500	45,694,500	5,128,706	50,823,206	-	50,823,206	SOUTH DAKOTA 1/
TENNESSEE	-	-	-	-	-	-	-	-	-	-	TENNESSEE
TEXAS	-	-	-	-	-	-	53,518,189	53,518,189	-	53,518,189	TEXAS
UTAH 1/	-	290,000	-	-	-	290,000	-	290,000	1,211,760	1,501,760	UTAH 1/
VERMONT	-	-	-	-	-	-	-	-	-	-	VERMONT
VIRGINIA	-	-	-	478,000	-	478,000	-	478,000	-	478,000	VIRGINIA
WASHINGTON	65,749,000	-	390,504	4,340,000	-	4,730,504	133,000	4,863,504	534,240	5,397,744	WASHINGTON
WEST VIRGINIA	-	-	-	4,312,000	-	4,312,000	-	4,312,000	-	4,312,000	WEST VIRGINIA
WISCONSIN	1,170,000	-	-	-	-	1,170,000	1,320,574	1,320,574	-	1,320,574	WISCONSIN
WYOMING	-	-	-	-	-	-	-	-	-	-	WYOMING
TOTAL	830,075,049	138,465,000	32,098,827	152,159,000	76,233,451	1,231,031,327	119,883,040	1,350,914,367	7,923,900	1,358,838,267	TOTAL

1/ SEE TABLE SB-1 FOR GENERAL NOTE ON SB SERIES.

2/ MANY STATES HAVE ASSUMED OR ISSUED OBLIGATIONS TO REIMBURSE LOCAL GOVERNMENTS FOR THEIR CONTRIBUTION TO THE COST OF STATE HIGHWAYS, OR LOCAL ROADS NOW ON STATE SYSTEMS. WHERE OBLIGATIONS HAVE BEEN ASSUMED, THEY ARE SHOWN IN THIS TABLE UNDER "REIMBURSEMENT OBLIGATIONS ASSUMED". THE REIMBURSEMENT OBLIGATION USUALLY CONSISTS OF EITHER (A) LOCAL BONDS ASSUMED IN WHOLE OR IN PART BY THE STATE, OR (B) THE VALUE OF THE LOCAL CONTRIBUTION

FOR WHICH THE STATE HAS PLEDGED SPECIFIC PAYMENTS OVER A PERIOD OF YEARS. WHERE STATE BONDS HAVE BEEN ISSUED TO REFUND LOCAL BONDS UNDER PLAN (A), OR TO REIMBURSE LOCAL GOVERNMENTS UNDER PLAN (B), THEY ARE SHOWN UNDER "STATE ISSUES FOR REIMBURSEMENT". 3/ AGREES WITH "OBLIGATIONS OUTSTANDING DECEMBER 31, 1946" ON TABLE SB-2. 1/ NO STATE HIGHWAY DEBT AS OF DECEMBER 31, 1946. 2/ DOES NOT INCLUDE ADVANCES BY TOWNS IN ANTICIPATION OF STATE AID.

STATE OBLIGATIONS FOR HIGHWAYS - 1946

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

TABLE SB-3, 1946
SHEET 1 OF 3
ISSUED SEPTEMBER 1947

COMPILED BY: CALVIN YEA, FROM REPORTS OF STATE AUTHORITIES

[illegible]

STATE OBLIGATIONS FOR HIGHWAYS - 1946

[illegible]

STATE OBLIGATIONS FOR HIGHWAYS - 1946																
PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY																
RECEIPTS AND DISBURSEMENTS FOR DEBT SERVICE																
COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES																
STATE	OBLIGATIONS	BALANCE IN SINKING FUND OR DEBT RESERVE JANUARY 1, 1946	RECEIPTS APPLICABLE TO DEBT SERVICE										DISBURSEMENTS		BALANCE IN SINKING FUND OR DEBT RESERVE DECEMBER 31, 1946	
			HIGHWAY-USER REVENUES	TOLLS	GENERAL FUND APPROPRIATIONS AND PROPERTY TAXES	NET EARNINGS OF SINKING FUND	PROCEEDS OF SALE OF BONDS	CONTRIBUTIONS FROM LOCAL GOVERNMENTS	MISCELLANEOUS INCOME	TOTAL RECEIPTS	INTEREST	ADMINISTRATION	TOTAL INTEREST AND ADMINISTRATION	PAR VALUE		PREMIUM OR DISCOUNT	TOTAL DISBURSEMENTS
OREGON	STATE HIGHWAY BONDS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$1,220,653
	REIMBURSEMENT OBLIGATIONS ASSUMED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11,181
	TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,231,834
PENNSYLVANIA	STATE HIGHWAY BONDS	\$20,408,486	-	-	-	-	-	-	-	-	-	-	-	-	-	2,000,000
	TURNPIKE AUTHORITY BONDS	20,408,486	-	-	-	-	-	-	-	-	-	-	-	-	-	2,000,000
	TOTAL	40,816,972	-	-	-	-	-	-	-	-	-	-	-	-	-	4,000,000
RHODE ISLAND	SPECIAL STATE BRIDGE ISSUES	882,186	-	-	-	-	-	-	-	-	-	-	-	-	-	185,460
	JAMESTOWN BRIDGE COMMISSION BONDS	75,193	-	-	-	-	-	-	-	-	-	-	-	-	-	75,380
	TOTAL	957,379	-	-	-	-	-	-	-	-	-	-	-	-	-	260,840
SOUTH CAROLINA	STATE HIGHWAY BONDS	1,698,012	-	-	-	-	-	-	-	-	-	-	-	-	-	4,845,000
	REIMBURSEMENT OBLIGATIONS ASSUMED	1,698,012	-	-	-	-	-	-	-	-	-	-	-	-	-	1,160,225
	TOTAL	3,396,024	-	-	-	-	-	-	-	-	-	-	-	-	-	5,995,225
SOUTH DAKOTA	NONE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	STATE HIGHWAY BONDS	4,388,316	-	-	-	-	-	-	-	-	-	-	-	-	-	4,003,000
	STATE TOLL BRIDGE BONDS	1,543,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,530,000
	STATE ISSUES FOR REIMBURSEMENT	793,764	-	-	-	-	-	-	-	-	-	-	-	-	-	1,804,539
	REIMBURSEMENT OBLIGATIONS ASSUMED	124,620	-	-	-	-	-	-	-	-	-	-	-	-	-	1,994,568
	TOTAL	6,055,700	-	-	-	-	-	-	-	-	-	-	-	-	-	7,336,539
TEXAS	REIMBURSEMENT OBLIGATIONS ASSUMED	4,814,451	-	-	-	-	-	-	-	-	-	-	-	-	-	6,923,744
	NONE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10,045,029
UTAH	STATE HIGHWAY BONDS	4,479,592	-	-	-	-	-	-	-	-	-	-	-	-	-	4,003,000
	STATE TOLL BRIDGE BONDS	1,543,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,530,000
	STATE ISSUES FOR REIMBURSEMENT	793,764	-	-	-	-	-	-	-	-	-	-	-	-	-	1,804,539
	REIMBURSEMENT OBLIGATIONS ASSUMED	124,620	-	-	-	-	-	-	-	-	-	-	-	-	-	1,994,568
	TOTAL	6,055,700	-	-	-	-	-	-	-	-	-	-	-	-	-	7,336,539
TEXAS	REIMBURSEMENT OBLIGATIONS ASSUMED	4,814,451	-	-	-	-	-	-	-	-	-	-	-	-	-	6,923,744
	NONE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10,045,029
UTAH	STATE HIGHWAY BONDS	4,479,592	-	-	-	-	-	-	-	-	-	-	-	-	-	4,003,000
	STATE TOLL BRIDGE BONDS	1,543,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,530,000
	STATE ISSUES FOR REIMBURSEMENT	793,764	-	-	-	-	-	-	-	-	-	-	-	-	-	1,804,539
	REIMBURSEMENT OBLIGATIONS ASSUMED	124,620	-	-	-	-	-	-	-	-	-	-	-	-	-	1,994,568
	TOTAL	6,055,700	-	-	-	-	-	-	-	-	-	-	-	-	-	7,336,539
VIRGINIA	STATE ISSUES FOR REIMBURSEMENT	4,814,451	-	-	-	-	-	-	-	-	-	-	-	-	-	6,923,744
	NONE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10,045,029
WASHINGTON	STATE HIGHWAY BONDS	492,816	-	-	-	-	-	-	-	-	-	-	-	-	-	55,668
	TOLL BRIDGE AUTHORITY BONDS	949,495	-	-	-	-	-	-	-	-	-	-	-	-	-	410,000
	REIMBURSEMENT OBLIGATIONS ASSUMED	19,958	-	-	-	-	-	-	-	-	-	-	-	-	-	13,000
	STATE ISSUES FOR LOCAL ROADS	674,211	-	-	-	-	-	-	-	-	-	-	-	-	-	75,108
	TOTAL	2,116,522	-	-	-	-	-	-	-	-	-	-	-	-	-	684,313
WEST VIRGINIA	STATE HIGHWAY BONDS	4,020,794	-	-	-	-	-	-	-	-	-	-	-	-	-	6,358,000
	STATE TOLL BRIDGE BONDS	1,160,225	-	-	-	-	-	-	-	-	-	-	-	-	-	1,160,225
	TOTAL	5,181,019	-	-	-	-	-	-	-	-	-	-	-	-	-	7,518,225
WISCONSIN	REIMBURSEMENT OBLIGATIONS ASSUMED	1,078,225	-	-	-	-	-	-	-	-	-	-	-	-	-	1,078,225
	NONE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	250,000
WYOMING	STATE HIGHWAY BONDS	15	-	-	-	-	-	-	-	-	-	-	-	-	-	250,000
	STATE TOLL BRIDGE BONDS	98,203,594	-	-	-	-	-	-	-	-	-	-	-	-	-	75,738,798
	REIMBURSEMENT OBLIGATIONS ASSUMED	37,365	-	-	-	-	-	-	-	-	-	-	-	-	-	17,857,000
	STATE ISSUES FOR LOCAL ROADS	27,074,259	-	-	-	-	-	-	-	-	-	-	-	-	-	25,282,912
	TOTAL FOR STATE ROADS AND BRIDGES	197,972,526	-	-	-	-	-	-	-	-	-	-	-	-	-	166,738,993
	STATE ISSUES FOR LOCAL ROADS	1,132,680	-	-	-	-	-	-	-	-	-	-	-	-	-	684,313
	GRAND TOTAL	199,105,206	-	-	-	-	-	-	-	-	-	-	-	-	-	167,001,153

1/ SEE TABLE SB-1 FOR GENERAL NOTE ON SB SERVICES.

2/ FOR PURPOSES OF THIS ANALYSIS, BOND ISSUES HAVE BEEN CLASSIFIED IN ACCORDANCE WITH THE TYPES OF ISSUES SUMMARIZED ON SHEET 3.

3/ DIFFERENCES BETWEEN REDEMPTIONS REPORTED IN THIS COLUMN AND ON TABLE SB-2 ARE CAUSED BY JANUARY 1 MATURITIES PAID IN CLOSURE. TABLE SB-2 REPORTS SUCH REDEMPTIONS IN THE YEAR DUE, WHILE SB-3 REPORTS THEM IN THE YEAR PAID.

4/ NOT INCLUDED IN OTHER SB TABLES.

5/ FINES DEDUCTED FOR THE REDEMPTION OF REVENUE ANTICIPATION WARRANTS NOT YET ISSUED.

6/ INFORMATION NOT REPORTED.

1/ SEE TABLE SB-1 FOR GENERAL NOTE ON SB SERIES.

2/ FOR PURPOSES OF THIS ANALYSIS, BOND ISSUES HAVE BEEN CLASSIFIED IN ACCORDANCE WITH THE TYPES OF ISSUES SUMMARIZED ON

SHEET 3. DIFFERENCES BETWEEN REDEMPTIONS REPORTED IN THIS COLUMN AND ON TABLE SB-2 ARE CAUSED BY JANUARY 1 MATURITIES PAID IN

ECONOMY. TABLE SB-2 REPORTS SUCH REDEMPTIONS IN THE YEAR DUE, WHILE SB-3 REPORTS THEM IN THE YEAR PAID.

3/ ROLLBACK CONTRIBUTION FOR GROSSING ELIMINATION.

4/ FUNDS DEDICATED FOR THE REDEMPTION OF REVENUE ANTICIPATION WARRANTS NOT YET ISSUED.

5/ INFORMATION NOT REPORTED.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE OBLIGATIONS FOR HIGHWAYS - 1946

FUTURE DEBT SERVICE REQUIREMENTS

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SB-5, 1946
SHEET 1 OF 4
ISSUED SEPTEMBER 1947

STATE	CLASS OF OBLIGATION	SERIAL TYPE Z/	1947			1948			1949			1950			1951		
			PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL
ALABAMA	STATE HIGHWAY BONDS	S	\$1,300,000	\$1,035,715	\$2,335,715	\$1,400,000	\$975,570	\$2,375,570	\$1,882,000	\$924,813	\$2,806,813	\$1,932,000	\$805,970	\$2,737,970	\$1,935,000	\$765,940	\$2,700,940
	FINANCE CORPORATION BONDS	S	60,000	6,150	66,150	60,000	6,150	66,150	482,000	35,880	517,880	482,000	28,432	510,432	600,000	33,350	633,350
	TOTAL		1,360,000	1,041,865	2,401,865	1,460,000	1,031,720	2,491,720	2,364,000	960,693	3,324,693	2,414,000	834,402	3,248,402	2,535,000	799,290	3,334,290
	STATE HIGHWAY BONDS	S-T	2,122,927	2,487,679	4,610,606	2,191,905	2,577,563	4,769,468	2,262,892	2,503,173	4,766,065	2,336,559	2,430,431	4,766,990	2,412,904	2,353,253	4,766,157
ARKANSAS	STATE HIGHWAY BONDS	S-T	1,700,000	1,353,572	3,053,572	1,700,000	1,244,913	2,944,913	1,700,000	1,124,778	2,824,778	1,700,000	1,059,173	2,759,173	1,700,000	1,010,988	2,710,988
	STATE HIGHWAY BONDS	S	1,775,000	1,362,500	3,137,500	1,775,000	1,279,425	3,054,425	1,775,000	1,154,750	2,929,750	1,775,000	1,113,875	2,888,875	1,775,000	1,038,450	2,813,450
	TOLL BRIDGE AUTHORITY BONDS	S	4,695,440	3,774,704	8,470,144	4,695,440	3,774,704	8,470,144	4,695,440	3,774,704	8,470,144	4,695,440	3,774,704	8,470,144	4,695,440	3,774,704	8,470,144
	TOTAL		7,970,440	6,490,776	14,461,216	7,970,440	6,300,042	14,270,482	7,970,440	6,054,202	14,024,642	7,970,440	6,054,202	14,024,642	7,970,440	6,054,202	14,024,642
CALIFORNIA	STATE HIGHWAY BONDS	S	1,775,000	1,362,500	3,137,500	1,775,000	1,279,425	3,054,425	1,775,000	1,154,750	2,929,750	1,775,000	1,113,875	2,888,875	1,775,000	1,038,450	2,813,450
	TOLL BRIDGE AUTHORITY BONDS	S	4,695,440	3,774,704	8,470,144	4,695,440	3,774,704	8,470,144	4,695,440	3,774,704	8,470,144	4,695,440	3,774,704	8,470,144	4,695,440	3,774,704	8,470,144
	TOTAL		6,470,440	5,137,204	11,607,644	6,470,440	5,053,129	11,523,569	6,470,440	5,329,454	11,799,894	6,470,440	5,288,579	11,759,019	6,470,440	5,213,154	11,683,594
	STATE HIGHWAY BONDS	S-T	1,775,000	1,362,500	3,137,500	1,775,000	1,279,425	3,054,425	1,775,000	1,154,750	2,929,750	1,775,000	1,113,875	2,888,875	1,775,000	1,038,450	2,813,450
COLORADO	STATE HIGHWAY BONDS	S	1,832,000	374,326	2,206,326	1,832,000	351,313	2,183,313	1,832,000	277,462	2,109,462	1,832,000	238,163	2,070,163	1,832,000	177,269	2,009,269
	TOLL BRIDGE BONDS	S	380,000	145,700	525,700	380,000	139,200	519,200	380,000	134,700	514,700	380,000	126,475	506,475	380,000	120,555	500,555
	TOTAL		2,212,000	520,026	2,732,026	2,212,000	490,513	2,702,513	2,212,000	409,162	2,624,162	2,212,000	364,638	2,584,638	2,212,000	297,824	2,510,824
	STATE HIGHWAY BONDS	S-T	2,212,000	520,026	2,732,026	2,212,000	490,513	2,702,513	2,212,000	409,162	2,624,162	2,212,000	364,638	2,584,638	2,212,000	297,824	2,510,824
CONNECTICUT	STATE HIGHWAY BONDS	S	380,000	145,700	525,700	380,000	139,200	519,200	380,000	134,700	514,700	380,000	126,475	506,475	380,000	120,555	500,555
	TOLL BRIDGE OBLIGATIONS ASSUMED	S	1,000,000	84,270	1,084,270	1,000,000	67,410	1,067,410	1,000,000	52,910	1,052,910	1,000,000	40,000	1,040,000	1,000,000	30,000	1,030,000
	TOTAL		1,380,000	230,000	1,610,000	1,380,000	206,610	1,586,610	1,380,000	187,610	1,567,610	1,380,000	166,475	1,537,475	1,380,000	150,555	1,530,555
	STATE HIGHWAY BONDS	S-T	1,380,000	230,000	1,610,000	1,380,000	206,610	1,586,610	1,380,000	187,610	1,567,610	1,380,000	166,475	1,537,475	1,380,000	150,555	1,530,555
DELAWARE	STATE HIGHWAY BONDS	S	131,000	60,535	191,535	131,000	58,906	189,906	131,000	54,652	185,652	131,000	51,649	182,649	131,000	48,415	179,415
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	300,000	106,150	406,150	300,000	87,475	387,475	300,000	76,482	376,482	300,000	65,000	365,000	300,000	55,000	355,000
	TOTAL		431,000	166,685	597,685	431,000	146,381	577,381	431,000	131,134	567,134	431,000	116,649	558,134	431,000	103,415	534,415
	STATE HIGHWAY BONDS	S-T	431,000	166,685	597,685	431,000	146,381	577,381	431,000	131,134	567,134	431,000	116,649	558,134	431,000	103,415	534,415
FLORIDA	SPECIAL BRIDGE OBLIGATIONS ASSUMED	S	463,000	170,544	633,544	478,000	156,344	634,344	483,000	163,326	646,326	493,000	153,532	646,532	503,000	143,821	646,821
	STATE ISSUES FOR REIMBURSEMENT	S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SPECIAL BRIDGE ISSUES	S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	STATE HIGHWAY BONDS	S	6,000,000	3,240,000	9,240,000	6,000,000	3,000,000	9,000,000	6,000,000	2,760,000	8,760,000	6,000,000	2,500,000	8,500,000	6,000,000	2,280,000	8,280,000
ILLINOIS	STATE HIGHWAY BONDS	S	7,492,000	569,442	8,061,442	7,492,000	353,419	7,845,419	7,492,000	174,314	7,666,314	7,492,000	55,184	7,547,184	7,492,000	-	7,492,000
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	1,362,500	28,840	1,391,340	1,362,500	16,600	1,379,100	1,362,500	3,880	1,366,380	1,362,500	-	1,362,500	1,362,500	-	1,362,500
	TOTAL		8,854,500	598,282	9,452,782	8,854,500	369,019	9,224,519	8,854,500	178,194	9,032,694	8,854,500	59,184	9,009,694	8,854,500	2,280,000	8,854,500
	STATE HIGHWAY BONDS	S-T	8,854,500	598,282	9,452,782	8,854,500	369,019	9,224,519	8,854,500	178,194	9,032,694	8,854,500	59,184	9,009,694	8,854,500	2,280,000	8,854,500
IOWA	STATE HIGHWAY BONDS	S	300,000	28,840	328,840	300,000	16,600	316,600	300,000	3,880	303,880	300,000	-	300,000	300,000	-	300,000
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	1,050,000	23,340	1,073,340	1,050,000	16,600	1,066,600	1,050,000	3,880	1,053,880	1,050,000	-	1,050,000	1,050,000	-	1,050,000
	TOTAL		1,350,000	52,180	1,402,180	1,350,000	33,200	1,383,200	1,350,000	7,760	1,357,760	1,350,000	-	1,350,000	1,350,000	-	1,350,000
	STATE HIGHWAY BONDS	S-T	1,350,000	52,180	1,402,180	1,350,000	33,200	1,383,200	1,350,000	7,760	1,357,760	1,350,000	-	1,350,000	1,350,000	-	1,350,000
KANSAS	STATE HIGHWAY BONDS	S	1,700,000	4,115	1,704,115	1,700,000	3,740	1,703,740	1,700,000	3,365	1,703,365	1,700,000	3,365	1,703,365	1,700,000	3,365	1,703,365
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	4,814,000	3,527,048	8,341,048	4,705,000	3,312,548	8,017,548	4,524,000	3,090,939	7,614,939	4,249,000	2,618,094	6,867,094	3,961,000	2,617,739	6,578,739
	TOTAL		6,514,000	3,531,163	10,045,163	6,405,000	7,055,288	13,460,288	6,224,000	6,184,883	12,405,883	5,949,000	5,236,888	11,275,888	5,210,000	5,221,064	11,146,064
	STATE HIGHWAY BONDS	S-T	6,514,000	3,531,163	10,045,163	6,405,000	7,055,288	13,460,288	6,224,000	6,184,883	12,405,883	5,949,000	5,236,888	11,275,888	5,210,000	5,221,064	11,146,064
LOUISIANA	STATE HIGHWAY BONDS	S	1,700,000	80,790	1,780,790	1,700,000	37,000	1,737,000	1,700,000	16,000	1,716,000	1,700,000	-	1,700,000	1,700,000	-	1,700,000
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	1,000,000	23,340	1,023,340	1,000,000	16,600	1,016,600	1,000,000	3,880	1,003,880	1,000,000	-	1,000,000	1,000,000	-	1,000,000
	TOTAL		2,700,000	104,130	2,804,130	2,700,000	53,600	2,753,600	2,700,000	19,880	2,719,880	2,700,000	-	2,700,000	2,700,000	-	2,700,000
	STATE HIGHWAY BONDS	S-T	2,700,000	104,130	2,804,130	2,700,000	53,600	2,753,600	2,700,000	19,880	2,719,880	2,700,000	-	2,700,000	2,700,000	-	2,700,000
MAINE	STATE HIGHWAY BONDS	S	1,700,000	4,115	1,704,115	1,700,000	3,740	1,703,740	1,700,000	3,365	1,703,365	1,700,000	3,365	1,703,365	1,700,000	3,365	1,703,365
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	4,814,000	3,527,048	8,341,048	4,705,000	3,312,548	8,017,548	4,524,000	3,090,939	7,614,939	4,249,000	2,618,094	6,867,094	3,961,000	2,617,739	6,578,739
	TOTAL		6,514,000	3,531,163	10,045,163	6,405,000	7,055,288	13,460,288	6,224,000	6,184,883	12,405,883	5,949,000	5,236,888	11,275,888	5,210,000	5,221,064	11,146,064
	STATE HIGHWAY BONDS	S-T	6,514,000	3,531,163	10,045,163	6,405,000	7,055,288	13,460,288	6,224,000	6,184,883	12,405,883	5,949,000	5,236,888	11,275,888	5,210,000	5,221,064	11,146,064
MARYLAND	STATE ANNUITY AND ROADS COMMISSION BONDS	S	600,000	130,228	730,228	710,000	123,227	833,227	732,000	107,727	839,727	734,000	91,728	825,728	777,000	75,227	852,227
	STATE ANNUITY AND ROADS COMMISSION BONDS	S	99,000	4,455	103,455	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL		699,000	134,683	833,683	710,000	123,227	833,227	732,000	107,727	839,727	734,000	91,728	825,728	777,000	75,227	852,227
	STATE HIGHWAY BONDS																

PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY											
STATE OBLIGATIONS FOR HIGHWAYS - 1946											
FUTURE DEBT SERVICE REQUIREMENTS											
COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES											
STATE	CLASS OF OBLIGATION	SERIAL OR TERM	1947			1948			1949		
			PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL
NEW JERSEY	STATE HIGHWAY BONDS 1/	S-T	\$340,000	\$1,324,700	\$1,664,700	\$360,000	\$1,309,400	\$1,669,400	\$400,000	\$1,276,101	\$1,676,101
	SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE	S	450,000	1,927,150	2,377,150	460,000	1,927,150	2,387,150	480,000	1,927,150	2,407,150
	TOLL BRIDGE BONDS	S	1,817,450	1,817,450	3,634,900	1,817,450	1,817,450	3,634,900	1,817,450	1,817,450	3,634,900
	STATE ISSUES FOR LOCAL ROADS	S	150,000	1,452,188	1,602,188	150,000	1,452,188	1,602,188	150,000	1,452,188	1,602,188
TOTAL			1,757,450	5,521,488	7,278,938	1,777,450	5,521,488	7,300,038	1,840,450	5,521,488	7,361,938
NEW MEXICO	STATE HIGHWAY BONDS	S	1,433,000	496,370	1,929,370	1,276,000	453,200	1,729,200	1,276,000	362,832	1,638,832
	SPECIAL STATE ISSUES FOR BRIDGES AND GRADE CROSSINGS	S-T	2,425,000	4,900,000	7,325,000	2,425,000	4,900,000	7,325,000	2,425,000	4,900,000	7,325,000
	SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE	S	3,900,000	2,968,238	6,868,238	3,900,000	2,901,288	6,801,288	3,900,000	2,727,188	6,627,188
	TOLL BRIDGE BONDS	S-T	1,318,270	439,191	1,757,461	1,318,270	399,251	1,717,521	1,318,270	319,368	1,637,638
TOTAL			9,056,270	12,704,799	21,761,069	8,919,270	12,704,799	21,646,137	8,919,270	12,704,799	21,646,137
NORTH CAROLINA	STATE HIGHWAY BONDS 1/	S	5,425,000	2,016,239	7,441,239	5,425,000	1,803,114	7,228,114	5,425,000	1,462,801	6,887,801
	BRIDGE COMMISSION BONDS 1/	S	215,000	26,212	241,212	215,000	21,925	236,925	215,000	18,367	233,367
	STATE HIGHWAY BONDS	S	650,000	126,764	776,764	650,000	104,110	754,110	650,000	72,172	722,172
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	12,500	650	13,150	12,500	650	13,150	12,500	650	13,150
TOTAL			6,402,500	2,443,665	8,846,165	6,402,500	2,135,400	8,537,900	6,402,500	1,653,300	8,055,800
PENNSYLVANIA	STATE HIGHWAY BONDS 1/	S-T	3,143,806	2,006,007	5,149,813	3,143,806	1,779,400	4,923,206	3,143,806	1,899,400	5,042,206
	BRIDGE AUTHORITY BONDS	T	1,100,000	1,100,000	2,200,000	1,100,000	1,100,000	2,200,000	1,100,000	1,100,000	2,200,000
	STATE ISSUES FOR BRIDGES	T	29,591	185,460	215,051	29,591	185,460	215,051	29,591	185,460	215,051
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	1,200,223	473,186	1,673,409	1,200,223	473,186	1,673,409	1,200,223	473,186	1,673,409
TOTAL			5,573,620	4,764,653	10,338,273	5,573,620	4,764,653	10,338,273	5,573,620	4,764,653	10,338,273
SOUTH CAROLINA	STATE HIGHWAY BONDS	S	4,078,450	1,234,101	5,312,551	4,078,450	1,085,239	5,163,689	4,078,450	761,288	4,839,738
	STATE ISSUES FOR REIMBURSEMENT	S	1,271,150	83,427	1,354,577	1,271,150	83,427	1,354,577	1,271,150	83,427	1,354,577
	STATE ISSUES FOR LOCAL ROADS	S	5,345,500	1,317,348	6,662,848	5,345,500	1,153,735	6,500,235	5,345,500	800,135	6,145,635
	TOTAL	S	10,695,100	2,434,876	13,129,976	10,695,100	2,222,401	12,917,501	10,695,100	1,644,850	12,339,950
TENNESSEE 1/	STATE HIGHWAY BONDS	S	5,000,000	569,712	5,569,712	5,000,000	419,612	5,419,612	5,000,000	419,612	5,419,612
	STATE ISSUES FOR TOLL BRIDGES	S	1,248,000	111,465	1,359,465	1,248,000	68,005	1,316,005	1,248,000	68,005	1,316,005
	STATE ISSUES FOR REIMBURSEMENT	S	6,248,000	824,213	7,072,213	6,248,000	824,213	7,072,213	6,248,000	824,213	7,072,213
	TOTAL	S	12,496,000	1,505,390	14,001,390	12,496,000	1,311,830	13,807,830	12,496,000	1,311,830	13,807,830
TEXAS 1/	REIMBURSEMENT OBLIGATIONS ASSUMED	-	-	-	-	-	-	-	-	-	-
	SPECIAL BRIDGE ISSUE	S	14,000	5,320	19,320	14,000	4,760	18,760	14,000	3,640	17,640
	STATE ISSUES FOR LOCAL ROADS	S	402,420	20,246	422,666	402,420	15,148	417,568	402,420	15,148	417,568
	TOTAL	S	416,420	25,566	441,986	416,420	19,908	436,328	416,420	18,780	435,208
VIRGINIA	STATE ISSUES FOR REIMBURSEMENT 1/	-	-	-	-	-	-	-	-	-	-
	SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE 1/	T	390,000	54,750	444,750	470,000	49,375	519,375	500,000	37,375	537,375
	TOLL BRIDGE AUTHORITY BONDS	T	13,000	6,200	19,200	13,000	5,965	18,965	12,000	4,750	16,750
	STATE ISSUES FOR LOCAL ROADS 1/	T	400,000	60,770	460,770	484,000	55,366	539,366	518,000	42,135	560,135
TOTAL			893,000	121,720	1,014,720	967,000	110,706	1,077,706	1,020,000	84,260	1,104,260
WEST VIRGINIA	STATE HIGHWAY BONDS	S	5,697,000	1,776,774	7,473,774	5,713,000	1,549,219	7,262,219	5,713,000	1,311,616	7,024,616
	STATE ISSUES FOR TOLL BRIDGES	S	484,000	77,761	561,761	484,000	68,074	552,074	484,000	68,074	552,074
	TOTAL	S	6,181,000	1,854,535	8,035,535	6,197,000	1,617,293	7,814,293	6,197,000	1,379,690	7,576,690
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	714,525	-	714,525	356,050	-	356,050	170,000	-	170,000
TOTAL			7,590,050	-	7,590,050	6,909,100	-	6,909,100	6,517,000	-	6,517,000
WYOMING	STATE HIGHWAY BONDS	S	250,000	35,300	285,300	250,000	27,900	277,900	250,000	17,900	267,900
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	-	-	-	-	-	-	-	-	-
	TOTAL	S	250,000	35,300	285,300	250,000	27,900	277,900	250,000	17,900	267,900
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	-	-	-	-	-	-	-	-	-

TABLE 50-5, 1-46
SHEET 2 OF 4
ISSUED SEPTEMBER 1947

STATE OBLIGATIONS FOR HIGHWAYS - 1946 FUTURE DEBT SERVICE REQUIREMENTS

TABLE 58-5, 1946
SHEET 3 OF 4
ISSUED SEPTEMBER 1947

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	CLASS OF OBLIGATION	SERIAL OR TERM	1952			1953			1954			PEAK YEAR 1957			FISCAL YEAR			
			PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	YEAR	PRINCIPAL	INTEREST	TOTAL
ALABAMA	STATE HIGHWAY BONDS	S	\$1,853,000	\$603,540	\$2,536,540	\$1,691,000	\$602,468	\$2,253,468	\$1,750,000	\$558,190	\$2,278,190	\$1,882,000	\$926,413	\$2,808,413	1949	\$600,000	\$25,500	\$625,500
	FERRY BRIDGE BONDS	T	511,000	2,600	513,600	60,000	1,850	61,850	60,000	1,100	61,100	60,000	6,350	66,350	1947	20,000	350	20,350
	BRIDGE FINANCE CORPORATION BONDS	S	50,000	3,000	53,000	50,000	3,000	53,000	50,000	3,000	53,000	50,000	3,000	53,000	1953	50,000	5,000	55,000
	TOTAL		2,414,000	609,140	3,053,140	2,241,000	608,318	2,849,318	2,360,000	1,711,290	3,071,290	2,492,000	935,763	3,427,763	1949	710,000	26,850	736,850
ARIZONA	STATE HIGHWAY BONDS	S-T	2,430,508	2,473,571	4,904,079	2,572,291	2,191,299	4,763,590	2,553,333	2,106,350	4,711,683	2,122,327	2,041,679	4,770,006	1947	3,487,761	53,991	3,541,752
	STATE ISSUES FOR REIMBURSEMENT	S-T	1,775,000	3,754,908	5,529,908	1,775,000	3,801,000	5,576,000	1,775,000	3,801,000	5,576,000	1,775,000	3,801,000	5,576,000	1947	1,775,000	26,669	1,801,669
	TOTAL		4,205,508	6,228,479	10,433,987	4,347,291	5,992,299	10,340,590	4,328,333	5,907,350	10,287,683	3,897,327	5,842,679	10,346,686	1947	5,262,761	80,660	5,343,421
	STATE HIGHWAY BONDS	S	1,775,000	923,125	2,698,125	1,775,000	887,750	2,662,750	1,775,000	812,375	2,587,375	1,775,000	1,362,500	3,137,500	1947	1,775,000	15,400	1,790,400
CALIFORNIA	STATE HIGHWAY BONDS	S	2,470,000	551,825	3,021,825	2,035,000	392,075	2,427,075	2,035,000	392,075	2,427,075	2,035,000	392,075	2,427,075	1947	2,035,000	36,531	2,071,536
	TOLL BRIDGE AUTHORITY BONDS	S-T	2,470,000	551,825	3,021,825	2,035,000	392,075	2,427,075	2,035,000	392,075	2,427,075	2,035,000	392,075	2,427,075	1947	2,035,000	36,531	2,071,536
	TOTAL		4,940,000	1,103,650	6,045,650	4,070,000	784,150	4,854,150	4,070,000	784,150	4,854,150	4,070,000	784,150	4,854,150	1947	4,070,000	73,062	4,143,062
	STATE HIGHWAY BONDS	S	1,835,000	126,156	1,961,156	1,835,000	75,000	1,910,000	1,835,000	24,544	1,859,544	1,835,000	374,326	2,209,326	1954	1,785,000	24,544	1,809,544
CONNECTICUT	TOLL BRIDGE BONDS	S	380,000	114,575	494,575	380,000	108,625	488,625	380,000	102,050	482,050	380,000	145,700	525,700	1947	380,000	3,050	383,050
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	260,000	270,000	530,000	260,000	270,000	530,000	260,000	270,000	530,000	260,000	270,000	530,000	1947	260,000	4,970	264,970
	TOTAL		640,000	484,575	1,124,575	640,000	378,625	1,018,625	640,000	372,050	1,014,050	640,000	415,700	1,055,700	1947	640,000	8,020	647,020
	STATE HIGHWAY BONDS	S	131,000	45,641	176,641	131,000	42,637	173,637	131,000	39,633	170,633	131,000	60,535	191,535	1947	131,000	260	131,260
DELAWARE	STATE HIGHWAY BONDS	S	205,000	65,037	270,037	180,000	57,387	237,387	180,000	50,887	230,887	180,000	50,887	230,887	1947	180,000	25,000	205,000
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	336,000	110,078	446,078	311,000	109,024	420,024	311,000	109,024	420,024	311,000	109,024	420,024	1947	311,000	25,000	336,000
	TOTAL		541,000	175,115	716,115	491,000	166,411	657,411	491,000	159,911	650,911	491,000	159,911	650,911	1947	491,000	50,000	541,000
	SPECIAL BRIDGE OBLIGATIONS ASSUMED	S	575,000	109,335	684,335	575,000	97,480	672,480	575,000	84,848	659,848	575,000	109,335	684,335	1952	25,000	500	25,500
GEORGIA	SPECIAL ISSUES FOR REIMBURSEMENT	S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SPECIAL BRIDGE ISSUES	S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	STATE HIGHWAY BONDS	S	6,000,000	2,040,000	8,040,000	6,500,000	1,742,000	8,242,000	6,200,000	1,530,000	7,730,000	6,000,000	3,240,000	9,240,000	1959	7,000,000	140,000	7,140,000
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	-	-	-	-	-	-	-	-	-	-	-	-	1947	7,000,000	55,184	7,055,184
IDAHO	STATE HIGHWAY BONDS	S	1,000,000	-	1,000,000	1,000,000	-	1,000,000	1,000,000	-	1,000,000	1,000,000	-	1,000,000	1947	1,000,000	-	1,000,000
	REIMBURSEMENT OBLIGATIONS ASSUMED	S	1,000,000	-	1,000,000	1,000,000	-	1,000,000	1,000,000	-	1,000,000	1,000,000	-	1,000,000	1947	1,000,000	-	1,000,000
	TOTAL		2,000,000	-	2,000,000	2,000,000	-	2,000,000	2,000,000	-	2,000,000	2,000,000	-	2,000,000	1947	2,000,000	-	2,000,000
	STATE ISSUES FOR TOLL BRIDGES	S-T	-	3,165	3,165	142,000	2,478	2,620	142,478	1,590	1,732	142,620	2,478	2,620	1953	142,000	1,590	143,590
ILLINOIS	STATE HIGHWAY BONDS	S	5,278,000	2,382,224	7,660,224	5,798,000	2,134,414	7,932,414	5,080,000	1,875,584	6,955,584	5,080,000	995,100	6,075,100	1957	5,080,000	3,000	5,083,000
	STATE HIGHWAY BONDS	S	944,000	164,980	1,108,980	944,000	124,220	1,068,220	911,500	98,640	1,010,140	944,000	1,721,000	2,662,000	1947	944,000	4,000	948,000
	STATE ISSUES FOR TOLL BRIDGES	S	136,000	375,000	511,000	136,000	68,002	204,002	143,000	63,847	206,847	136,000	76,013	212,013	1958	136,000	4,000	140,000
	TOTAL		7,358,000	2,822,184	10,180,184	7,882,000	2,526,636	10,408,636	6,135,500	2,937,427	9,072,927	6,135,500	2,792,013	8,927,513	1957	6,135,500	7,000	6,142,500
INDIANA	STATE ANNUITY AND ROADS COMMISSION BONDS	S	646,000	59,780	705,780	646,000	48,475	694,475	646,000	36,938	682,938	646,000	75,227	723,165	1951	646,000	12,618	658,783
	SPECIAL ANNUITY BRIDGE AND GRADE CROSSING BONDS	S	-	-	-	-	-	-	-	-	-	-	-	-	1951	-	-	-
	STATE ROADS COMMISSION TOLL BRIDGE AND FERRY BONDS	S	420,000	82,695	502,695	425,000	74,970	500,000	427,000	67,203	494,203	427,000	112,000	539,203	1958	427,000	4,455	431,455
	TOTAL		1,066,000	142,475	1,208,475	1,071,000	123,445	1,194,445	1,073,000	104,141	1,177,141	1,073,000	187,227	1,262,368	1958	1,073,000	17,073	1,090,373
MARYLAND	STATE HIGHWAY BONDS	S-T	-	-	-	-	-	-	-	-	-	-	-	-	1956	-	-	-
	STATE HIGHWAY BONDS	S	8,500	1,030	9,530	8,500	690	9,190	8,500	400	8,900	8,500	6,167	14,667	1956	8,500	70	8,570
	TOTAL		8,500	1,030	9,530	8,500	690	9,190	8,500	400	8,900	8,500	6,167	14,667	1956	8,500	70	8,570
	STATE HIGHWAY BONDS	T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MINNESOTA	STATE HIGHWAY BONDS	S	650,000	8,125	658,125	-	-	-	-	-	-	-	-	-	1948	650,000	8,125	658,125
	STATE ISSUES FOR REIMBURSEMENT	S	250,000	8,125	258,125	-	-	-	-	-	-	-	-	-	1947	250,000	8,125	258,125
	TOTAL		900,000	16,250	916,250	-	-	-	-	-	-	-	-	-	1947	900,000	16,250	916,250
	STATE HIGHWAY BONDS	S-T	2,470,000	946,535	3,416,535	2,426,000	802,666	3,228,666	2,477,000	778,169	3,255,169	2,477,000	1,373,614	3,850,614	1970	800,000	13,500	813,500
MISSISSIPPI	STATE HIGHWAY BONDS	S	6,500,000	833,750	7,333,750	6,000,000	589,750	6,589,750	4,000,000	401,250	4,401,250	7,000,000	1,425,625	8,425,625	1957	3,000,000	40,000	3,040,000
	STATE HIGHWAY BONDS	T	150,000	15,000	165,000	150,000	15,000	165,000	150,000	15,000	165,000	150,000	15,000	165,000	1947	150,000	7,500	157,500
	STATE HIGHWAY BONDS	S	-	-	-	-	-	-	-	-	-	-	-	-	1948	300,000	11,250	311,250
	TOTAL		6,650,000	848,750	7,498,750	6,150,000	604,750	6,754,750	4,150,000	416,250	4,566,250	7,150,000	1,440,625	8,590,625	1947	450,000	18,750	468,750
MONTANA	STATE HIGHWAY BONDS	S	687,000	10,305	697,305	687,000	10,305	697,305	687,000	20,610	707,610	687,000	20,610	707,610	1952	687,000	10,305	697,305
	SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE	S	30,000	24,600	54,600	30,000	24,600	54,600	30,000	24,600	54,600	30,000	24,600	54,600	1954	30,000	24,600	54,600
	STATE ISSUES FOR TOLL BRIDGES	S	737,000	12,805	749,805	737,000	12,805	749,805	737,000	12,805	749,805	737,000	12,805	749,805	1954	737,000	12,805	749,805
	TOTAL		1,454,000	23,710	1,477,710	1,454,000	23,710	1,477,710	1,454,000	49,015	1,503,015	1,454,000	49,015	1,503,015	1954	1,454,000	47,510	1,501,510
NEW HAMPSHIRE	STATE ISSUES FOR LOCAL ROADS	S	313,000	17,655	330,655	313,000	17,655	330,655	313,000	17,655	330,655	313,000	17,655	330,655	1951	313,000	4,625	317,625
	TOTAL		313,000	17,655	330,655	313,000	17,655	330,655	313,000	17,655	330,655	313,000	17,655	330,655	1951	313,000	4,625	317,625
	STATE HIGHWAY BONDS	S	1,000,000	-	1,000,000	1,000,000	-	1,000,000	1,000,000	-	1,000,000	1,000,000	-	1,000,000	1948	1,000,000	-	

STATE OBLIGATIONS FOR HIGHWAYS - 1946

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	CLASS OF OBLIGATION	SERIAL TOP BOND NO.	1952			1953			1954			PEAK YEAR 13/			FINAL YEAR				
			PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	PRINCIPAL	INTEREST	TOTAL	YEAR	PRINCIPAL	INTEREST	TOTAL				
NEW JERSEY	STATE HIGHWAY BONDS 2/ SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE TOTAL FOR STATE HIGHWAYS	S-T	\$430,000	\$437,651	\$869,651	\$450,000	\$420,299	\$870,299	\$470,000	\$400,051	\$870,051	1950	\$400,000	\$1,276,101	\$1,676,101	1967	\$850,000	\$37,350	\$887,350
		S	552,000	804,655	1,356,655	560,000	381,032	941,032	585,000	352,475	937,475	1961	765,000	187,650	952,650	1966	900,000	34,088	934,088
		S	171,000	121,200	292,200	177,000	115,000	292,000	175,000	110,462	285,462	1947	150,000	115,138	265,138	1974	80,000	900	80,900
		TOTAL	1,150,000	684,538	2,122,538	1,187,000	917,338	2,107,338	1,230,000	870,488	2,100,488	1949	1,050,000	1,897,338	2,947,338	1958	500,000	7,500	507,500
NEW MEXICO	STATE HIGHWAY BONDS	S	1,095,000	204,988	2,299,988	1,875,000	208,406	2,083,406	1,875,000	555,750	2,430,750	1952	1,995,000	264,998	2,260,000	1958	500,000	7,500	507,500
		S-T	2,625,000	310,000	3,015,000	2,625,000	370,000	2,995,000	2,625,000	350,000	2,975,000	1968	3,700,000	1,262,688	4,962,688	1971	400,000	10,000	410,000
		S	3,400,000	2,553,398	6,453,398	3,400,000	2,446,058	5,846,058	3,400,000	2,379,368	5,779,368	1947	3,700,000	2,388,338	6,088,338	1967	500,000	9,500	509,500
		TOTAL	1,190,970	239,464	1,430,434	1,190,970	204,659	1,395,629	1,190,970	172,340	1,363,310	1947	1,318,270	430,191	1,748,461	1962	279,358	3,143	282,501
NEW YORK	STATE HIGHWAY BONDS 10/ SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE TOLL AUTHORITY BONDS TOTAL	S-T	1,160,000	3,500,082	4,660,082	1,160,000	3,309,255	4,469,255	1,160,000	3,204,768	4,364,768	1970	5,200,000	1,188,000	6,388,000	1976	4,660,000	56,500	4,716,500
		S	2,600,000	1,252,218	3,852,218	2,600,000	1,157,655	3,757,655	2,100,000	1,603,405	3,703,405	1947	5,425,000	2,016,239	7,441,239	1964	-	18,540	18,540
		S	-	16,625	16,625	950,000	16,625	966,625	-	-	-	1953	950,000	16,625	966,625	1953	950,000	16,625	966,625
		TOTAL	275,000	52,084	327,084	275,000	43,322	318,322	275,000	34,859	309,859	1947	650,000	126,766	776,766	1960	75,000	938	75,938
PENNSYLVANIA	STATE HIGHWAY BONDS 12/ TOLL AUTHORITY BONDS TOTAL	S-T	1,671,698	186,627	1,858,325	1,671,698	160,000	1,831,698	1,671,698	135,000	1,806,698	1947	3,143,806	2,006,067	5,149,873	1954	2,336,000	80,000	2,416,000
		S	2,800,000	1,159,000	3,959,000	2,800,000	130,000	2,930,000	2,800,000	1,350,800	4,150,800	1947	3,143,806	2,006,067	5,149,873	1975	2,336,000	1,150,000	3,486,000
		TOTAL	4,471,698	1,345,627	5,817,325	4,471,698	290,000	5,761,698	4,471,698	1,506,800	5,978,498	1947	6,287,612	4,062,127	10,349,739	1975	4,672,000	1,150,000	5,822,000
		TOTAL	291,591	165,460	457,051	291,591	165,460	457,051	291,591	165,460	457,051	1947	598,000	185,460	783,460	1977	22,248	68,780	90,028
RHODE ISLAND	SPECIAL STATE ISSUES FOR BRIDGES JAMES HONAN BRIDGE COMMISSION BONDS TOTAL	T	291,591	165,460	457,051	291,591	165,460	457,051	291,591	165,460	457,051	1947	598,000	185,460	783,460	1977	22,248	68,780	90,028
		S	4,400,500	159,357	4,559,857	4,481,000	291,155	4,772,155	4,481,000	133,675	4,614,675	1949	5,099,800	927,559	6,027,359	1958	700,000	15,125	715,125
		S	800,500	131,715	932,215	800,500	8,322	808,822	800,500	569,715	1,370,215	1954	1,221,200	1,844,400	3,065,600	1954	560,000	2,500	562,500
		TOTAL	5,770,200	473,472	6,243,672	5,763,000	399,480	6,162,480	5,763,000	1,940,800	7,703,800	1949	6,423,000	980,478	7,403,478	1954	1,150,000	1,150,000	2,300,000
SOUTH CAROLINA	STATE HIGHWAY BONDS STATE ISSUES FOR REIMBURSEMENT TOTAL STATE ISSUES	S	4,400,500	159,357	4,559,857	4,481,000	291,155	4,772,155	4,481,000	133,675	4,614,675	1949	5,099,800	927,559	6,027,359	1958	700,000	15,125	715,125
		S	800,500	131,715	932,215	800,500	8,322	808,822	800,500	569,715	1,370,215	1954	1,221,200	1,844,400	3,065,600	1954	560,000	2,500	562,500
		TOTAL	5,770,200	473,472	6,243,672	5,763,000	399,480	6,162,480	5,763,000	1,940,800	7,703,800	1949	6,423,000	980,478	7,403,478	1954	1,150,000	1,150,000	2,300,000
		TOTAL	443,000	44,780	487,780	443,000	330,292	773,292	443,000	154,026	597,026	1947	6,077,475	1,082,236	7,159,711	1960	6,000	240	6,240
TENNESSEE 8/	STATE HIGHWAY BONDS STATE ISSUES FOR TOLL BRIDGES STATE ISSUES FOR REIMBURSEMENT TOTAL	S	443,000	44,780	487,780	443,000	330,292	773,292	443,000	154,026	597,026	1947	6,077,475	1,082,236	7,159,711	1960	6,000	240	6,240
		S	6,213,000	578,250	6,791,250	5,800,000	419,612	6,219,612	5,800,000	419,612	6,219,612	1955	10,599,000	419,612	11,018,612	1958	509,000	19,851	528,851
		S	-	-	-	-	-	-	-	-	-	1954	3,621,200	1,082,236	4,703,436	1954	1,010,000	17,614	1,027,614
		TOTAL	3,126,000	468,424	3,594,424	3,126,000	391,815	3,517,815	3,126,000	228,688	3,354,688	1954	6,031,000	228,688	6,259,688	1955	579,000	750	586,750
TEXAS 5/	REIMBURSEMENT OBLIGATIONS ASSUMED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VERMONT	SPECIAL BRIDGE ISSUES STATE ISSUES FOR LOCAL RADIOS TOTAL	S	14,000	2,520	16,520	14,000	1,600	15,600	14,000	1,400	15,400	1961	150,000	150,000	300,000	1961	150,000	15,148	165,148
		S	14,000	2,520	16,520	14,000	1,600	15,600	14,000	1,400	15,400	1967	150,000	150,000	300,000	1967	150,000	15,148	165,148
		TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VIRGINIA	STATE ISSUES FOR REIMBURSEMENT 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WASHINGTON	SPECIAL CONSTRUCTION ISSUES, STATE HIGHWAY SHARE 5/ TOLL BRIDGE AUTHORITY BONDS REIMBURSEMENT OBLIGATIONS ASSUMED STATE ISSUES FOR LOCAL RADIOS 3/ TOTAL	T	520,000	20,875	540,875	530,000	18,375	548,375	540,000	11,750	551,750	1954	540,000	11,750	551,750	1955	400,000	-	400,000
		S	131,000	3,150	134,150	14,000	2,000	16,000	14,000	2,200	16,200	1968	14,000	5,085	19,085	1956	15,000	750	15,750
		TOTAL	651,000	24,025	675,025	544,000	20,375	564,375	554,000	13,950	565,950	1954	554,000	13,950	567,950	-	-	-	-
		TOTAL	4,775,000	808,300	5,583,300	4,225,000	671,094	4,896,094	4,350,000	534,247	4,884,247	1947	5,977,000	1,779,774	7,756,774	1971	240,000	2,066	242,066
WEST VIRGINIA	STATE HIGHWAY BONDS STATE ISSUES FOR TOLL BRIDGES TOTAL	S	4,775,000	808,300	5,583,300	4,225,000	671,094	4,896,094	4,350,000	534,247	4,884,247	1947	5,977,000	1,779,774	7,756,774	1971	240,000	2,066	242,066
		S	5,077,000	1,174,622	6,251,622	4,930,000	352,522	5,282,522	4,930,000	277,622	5,207,622	1947	6,840,000	2,035,000	8,875,000	1966	110,000	3,065	113,065
		TOTAL	9,852,000	1,982,922	11,834,922	9,155,000	1,023,616	10,178,616	9,280,000	811,869	10,091,869	1947	12,817,000	3,812,622	16,629,622	1971	350,000	5,131	355,131
		TOTAL	40,000	7,900	47,900	40,000	2,700	42,700	40,000	116,000	156,000	1947	714,925	714,925	1,429,850	1966	90,000	-	90,000
WYOMING	REIMBURSEMENT OBLIGATIONS ASSUMED	S	250,000	7,900	257,900	270,000	2,700	272,700	270,000	32,900	302,900	1947	250,000	32,900	282,900	1953	270,000	2,700	272,700
		S	250,000	7,900	257,900	270,000	2,700	272,700	270,000	32,900	302,900	1947	250,000	32,900	282,900	1953	270,000	2,700	272,700
		TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

1/ SEE TABLE SB-1 FOR GENERAL NOTE ON SB SERIES.
2/ SERIAL BONDS NORMALLY REQUIRE ANNUAL REDEMPTIONS FROM CURRENT REVENUES. TERM BONDS NORMALLY REQUIRE ANNUAL PAYMENTS TO SINKING FUND WHICH, TOGETHER WITH SINKING FUND EARNINGS, WILL BE SUFFICIENT TO REDEEM BONDS AT MATURITY. THE REQUIREMENTS FOR PRINCIPAL GIVEN IN THIS TABLE REPRESENT ANTICIPATED REDEMPTIONS FOR SERIAL BONDS AND ANTICIPATED ALLOCATIONS TO SINKING FUNDS FOR TERM BONDS.
3/ TERM BONDS ARE CALCULABLE IN ANNUAL AMOUNTS OF \$1,000,000. ALL ISSUES ARE BEING RETIRED ON A SERIAL SCHEDULE.
4/ SERIAL BONDS ARE SCHEDULED FOR FINAL RETIREMENT IN 1953. TERM BONDS ARE BEING REDEEMED ANNUALLY UNDER AN ADVANCE

- 5/ EXISTING RESERVES ARE SUFFICIENT TO MEET REMAINING PRINCIPAL AND INTEREST PAYMENTS.
- 6/ ALL ISSUES HAVE MATURED. BONDS NOT YET PRESENTED FOR PAYMENT WILL BE RECEIVED FROM EXISTING RESERVES.
- 7/ REDEMPTIONS ARE GIVEN AS SCHEDULED. STATE FOLLOWS PRACTICE OF RETIRING CALLABLE BONDS IN ADVANCE OF MATURITY.
- 8/ REDEMPTION SCHEDULE WAS NOT REPORTED FOR STATE-ASSUMED REIMBURSEMENT OBLIGATIONS.

2/ FOR TERM BONDS, ONLY ANNUAL INTEREST REQUIREMENTS ARE INCLUDED. SINKING FUND IS ADEQUATE TO MEET RETIREMENTS WHEN

10/ INCLUDED UNDER PRINCIPAL IS AN ANNUAL ESTIMATED PAYMENT OF \$2,225,000 TO A SINKING FUND TO COVER INTEREST ON TERM BONDS DUE.

12/ REQUIREMENTS FOR PRINCIPAL REPRESENT SINKING FUND CONTRIBUTIONS SUFFICIENT TO PAY ANNUAL SERIAL RETIREMENTS AS WELL AS TERM MATURITIES WHEN DUE.

13/ PEAK YEAR IS DETERMINED ON THE BASIS OF THE MAXIMUM ANNUAL DEBT SERVICE REQUIREMENTS: (A) FOR EACH CLASS OF STATE OBLIGATION, AND (B) FOR TOTAL STATE OBLIGATIONS. THEREFORE (A) IS NOT NECESSARILY ADDITIVE TO (B) UNLESS ALL PEAK YEARS COINCIDE.

MILEAGE OF PUBLIC ROADS AND STREETS

In the tables that follow, State highways are classified as rural primary State highways, rural secondary roads under State control, and urban extensions of State highway systems. The distinction between primary and secondary roads is chiefly one of degree of importance. Thirty States make no such distinction but include in one system all rural mileage under State control. Twelve States maintain secondary systems consisting usually of roads of local, but not necessarily State-wide, importance. Four States - Delaware, North Carolina, Virginia, and West Virginia - have incorporated into State systems most, or all, former county roads.

Mileage Built by State Highway Departments.—Table SM-101, and tables SMB-1 to 5, inclusive, detail and summarize the mileage built during 1946 by State highway departments. In these tables, mileage "built" has reference to all construction activities that create a new road or definitely improve the condition of an existing road, as contrasted to maintenance operations that are designed to maintain or restore the condition of a road without material betterment. These tables include only mileage constructed by State highway departments and do not include mileage built by county or local governments.

The rural State highway systems are now developed to the point where construction is predominantly for the improvement or replacement of worn-out or obsolete highways. The spectacular operations of the future will not be the penetration of new, unserved regions, for there are none, but rather the construction of expressways and urban arteries.

Highway construction in 1946 lagged behind expectations because of high prices and shortages of men and materials. During the year 20,850 miles of roads and streets under State control were graded or surfaced,

of which 3,768 miles were on new location. This is considerably below the annual average of 29,360 miles during the prewar period 1937-1941.

Existing Mileage Under State Control.—Tables SM-1 to 13, inclusive, classify State highway mileage according to certain common characteristics of widths and surface types, and segregate mileage according to highway systems.

In 1946 there were 579,410 miles in State road systems, including connecting streets not under State control. Of this total, 92,584 miles, or 16 percent, have not been surfaced. Low-type surfaces accounted for 316,492 miles of the total, or 55 percent, and high-type surfacing made up the remainder, or 29 percent.

Existing Mileage of all Rural Roads.—Five tables of rural road statistics for 1945, the latest year for which records are available, are included in this section for comparison purposes. Table RM-1 classifies rural mileage, by States, according to the controlling governmental unit, i.e., State, local, or Federal. State-controlled highways in 1945 comprised only 18 percent of the total rural mileage in the United States, ranging from 6 percent in North and South Dakota to 100 percent in Delaware.

The existing rural road mileage is summarized in table RM-2 by system and by type of surface. Slightly over half of all rural mileage was nonsurfaced; and of the remainder, low-type surfacing accounted for 1,303,000 miles or 43 percent of the total. Only 192,000 miles or 6 percent were high-type roads. Rural road mileage is given in table RM-3 by States and by surface types; and table LM-0 gives local rural road mileage, classified by type of surface. Table OSM details rural road mileage under Federal or State control in parks, forests, and reservations.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE - 1946

SUMMARY OF MILEAGE BUILT DURING YEAR BY STATE HIGHWAY DEPARTMENTS

TABLE SHB-1, 1946
ISSUED SEPTEMBER 1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	MILEAGE GRADED AND OPENED										MILEAGE SURFACED									
	UNDER STATE CONTROL					OTHER MILEAGE GRADED AND OPENED 1/	UNDER STATE CONTROL					UNDER STATE CONTROL					CONNECT- ING HOT UNDER STATE CONTROL	OTHER MILEAGE SURFACED 2/	TOTAL MILEAGE SURFACED	
	RURAL ROADS				TOTAL STATE HIGHWAY SYSTEMS		RURAL ROADS				TOTAL STATE HIGHWAY SYSTEMS	TOTAL								
	SECONDARY ROADS		STATE PRIMARY SYSTEM	SECONDARY ROADS			COUNTY ROADS UNDER STATE CONTROL													
	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM		STATE SECONDARY SYSTEM				STATE CONTROL												
ALABAMA	-	-	-	-	-	-	488	-	-	-	488	32	-	-	520	-	30	550		
ARIZONA	-	-	-	-	-	1	138	-	-	-	138	-	-	-	138	-	19	157		
ARKANSAS	8	-	-	-	-	8	241	-	-	-	241	10	-	-	251	-	6	257		
CALIFORNIA	-	-	-	-	-	-	157	-	-	-	157	15	-	-	329	-	34	363		
COLORADO	4	2	-	6	-	5	47	48	-	-	95	2	-	-	97	-	-	97		
CONNECTICUT	-	-	-	-	-	-	29	-	-	-	29	4	-	-	33	-	-	33		
DELAWARE	-	-	-	-	-	1	32	-	-	-	32	40	-	8	40	-	-	40		
FLORIDA	-	-	-	-	-	-	309	-	-	-	309	54	-	-	363	-	-	363		
GEORGIA	19	-	-	19	1	6	353	-	-	-	353	51	-	-	404	-	43	447		
IDAHO	-	-	-	-	-	-	143	-	-	-	143	4	-	-	147	-	-	147		
ILLINOIS	-	-	-	-	-	-	138	-	-	-	138	25	-	-	163	-	25	188		
INDIANA	-	-	-	-	-	-	687	-	-	-	687	43	-	-	730	-	-	730		
IOWA	3	-	-	3	-	3	192	-	-	-	192	14	-	-	206	-	-	206		
KANSAS	8	-	-	8	-	9	881	-	-	-	881	20	-	-	901	-	131	1,032		
KENTUCKY	-	-	-	-	-	-	915	-	-	-	915	28	-	-	943	-	-	943		
LOUISIANA	-	-	-	-	-	-	3	-	-	-	3	2/ 22	-	-	28	-	-	28		
MAINE	-	-	-	-	-	-	1	194	-	-	195	3	-	-	198	-	-	198		
MARYLAND	-	-	-	-	-	-	57	-	-	-	57	2	-	-	59	-	6	65		
MASSACHUSETTS	-	-	-	-	-	-	112	-	-	-	112	13	-	-	125	-	55	68		
MICHIGAN	16	-	-	16	-	15	118	-	-	-	118	13	-	-	131	-	43	174		
MINNESOTA	-	-	-	-	-	-	925	-	-	-	925	97	-	-	1,022	-	-	1,022		
MISSISSIPPI	-	3	-	3	-	3	-	-	-	-	-	3	-	-	3	-	-	3		
MISSOURI	-	8	-	8	-	8	595	224	-	-	819	22	-	-	841	-	-	841		
MONTANA	24	4/ 18	-	42	-	42	205	118	-	-	323	3	-	-	326	-	-	326		
NEBRASKA	-	-	-	-	-	-	139	-	-	-	139	5	-	-	144	-	-	144		
NEVADA	-	-	-	-	-	-	34	-	-	-	34	1	-	-	35	-	-	35		
NEW HAMPSHIRE	-	5	-	5	-	-	22	44	-	-	66	3	-	-	57	-	-	57		
NEW JERSEY	-	-	-	-	-	-	32	-	-	-	32	3	-	-	25	-	-	25		
NEW MEXICO	20	-	-	20	-	20	471	-	-	-	471	28	-	-	499	-	-	499		
NEW YORK	-	-	-	-	-	-	290	-	-	-	290	-	-	-	290	-	6	296		
NORTH CAROLINA	22	-	-	22	1	155	466	-	-	-	1,403	105	-	-	1,974	-	-	1,974		
NORTH DAKOTA	-	-	-	-	-	-	37	-	-	-	37	3	-	-	100	-	9	109		
OHIO	-	-	-	-	-	-	2,364	-	-	-	2,364	140	-	-	2,504	-	-	2,504		
OKLAHOMA	26	-	-	26	1	15	588	-	-	-	588	15	-	-	603	-	188	791		
OREGON	-	-	-	-	-	-	59	-	-	-	59	2	-	-	61	-	16	71		
PENNSYLVANIA	-	-	-	-	-	-	251	880	-	-	1,131	88	-	-	1,219	-	-	1,219		
RHODE ISLAND	-	-	-	-	-	-	2	-	-	-	2	1	-	-	3	-	-	3		
SOUTH CAROLINA	-	-	-	-	-	-	212	-	-	-	212	8	-	-	220	-	-	220		
SOUTH DAKOTA	-	-	-	-	-	-	55	-	-	-	55	1	-	-	56	-	-	56		
TENNESSEE	-	-	-	-	-	-	426	-	-	-	426	7	-	-	433	-	23	456		
TEXAS	47	-	-	47	-	47	1,590	-	-	-	1,590	33	-	-	1,623	-	-	1,623		
UTAH	-	-	-	-	-	-	65	-	-	-	65	11	-	-	76	-	1	77		
VERMONT	-	-	-	-	-	-	39	-	-	-	39	2	-	-	41	-	-	42		
VIRGINIA	-	-	-	-	-	-	30	-	-	-	30	-	-	-	769	-	-	769		
WASHINGTON	1	-	-	1	1	1	134	133	-	-	267	2	-	-	269	-	1	270		
WEST VIRGINIA	5	-	-	5	-	5	140	-	-	-	140	11	-	-	151	-	-	162		
WISCONSIN	-	-	-	-	-	-	758	-	-	-	758	34	-	-	792	-	90	886		
WYOMING	-	-	-	-	-	-	84	-	-	-	84	2	-	-	86	-	107	193		
DISTRICT OF COLUMBIA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
TOTAL	212	36	165	413	4	23	14,994	1,925	2,562	19,481	952	20,433	8	832	21,273	-	-	21,273		

1/ INCLUDES MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS ON COUNTY OR LOCAL ROADS NOT UNDER STATE CONTROL, AND ON FOREST, PARK AND INSTITUTIONAL ROADS, ETC.

2/ INCLUDES MILEAGE BUILT ON FARM-TO-MARKET SYSTEM.

3/ MILEAGE BUILT ON STATE-AID SYSTEM.

4/ INCLUDES 13 MILES BUILT ON STATE-AID SYSTEM.

1/ INCLUDES MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS ON COUNTY OR LOCAL ROADS NOT UNDER STATE CONTROL, AND ON FOREST, PARK, AND INSTITUTIONAL ROADS, ETC.

2/ INCLUDES MILEAGE BUILT ON FARM-TO-MARKET SYSTEM.

3/ MILEAGE BUILT ON STATE-AID SYSTEM.
4/ INCLUDES 13 MILES BUILT ON STATE-AID SYSTEM.

MILEAGE BUILT DURING YEAR ON PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS

STATE HIGHWAY MILEAGE - 1946

CLASSIFIED BY TYPE OF SURFACE

TABLE SH-2, 1946
ISSUED SEPTEMBER 1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED										MILEAGE WIDENED					STATE	
			SUBTOTALS			TYPE OF SURFACE BUILT							TYPE OF WIDENING						
			TOTAL	SURFACING ON EARTH ROADS OR NEW LOCATION	RESURFACING	D	E	F	G	H	I	J	M	DUAL-TYPE TYPE	GRAVEL OR STONE	BITU-MINIOUS TYPES	PORTLAND CEMENT CONCRETE		TOTAL
ALABAMA	488	-	488	52	436	-	-	164	291	12	-	21	-	-	13	-	-	13	ALABAMA
ARIZONA	138	-	138	57	81	-	-	73	65	-	-	-	-	-	-	-	-	-	ARIZONA
ARKANSAS	249	8	241	17	324	-	121	95	95	-	24	-	-	-	-	-	-	-	ARKANSAS
CALIFORNIA	157	-	157	-	157	-	-	4	132	-	1	20	-	-	-	-	-	-	CALIFORNIA
COLORADO	51	4	47	6	41	-	32	-	15	-	-	-	-	-	-	-	-	-	COLORADO
CONNECTICUT	29	-	29	13	16	-	-	6	-	-	4	8	-	-	31	-	-	31	CONNECTICUT
DELAWARE	32	-	32	-	32	-	-	-	-	-	-	2	-	-	1	-	-	1	DELAWARE
FLORIDA	309	-	309	97	212	-	-	88	207	-	-	14	-	-	30	-	-	30	FLORIDA
GEORGIA	372	19	353	113	240	33	15	131	-	54	120	-	-	-	-	-	-	-	GEORGIA
IDAHO	143	-	143	3	140	-	16	22	105	-	87	50	-	-	1	-	-	1	IDAHO
ILLINOIS	139	-	138	26	112	-	-	1	-	-	205	-	-	-	27	-	-	-	ILLINOIS
INDIANA	687	-	687	1	686	-	27	92	313	-	-	30	-	-	27	-	-	27	INDIANA
IOWA	125	3	122	13	109	-	53	60	10	20	-	49	-	-	41	-	-	41	IOWA
KANSAS	882	8	851	76	805	-	126	408	253	-	68	26	-	-	1	-	-	1	KANSAS
KENTUCKY	915	-	915	71	844	-	132	310	350	-	112	1	-	-	-	-	-	-	KENTUCKY
LOUISIANA	3	-	3	1	2	-	-	-	-	3	-	-	-	-	-	-	-	-	LOUISIANA
MAINE	1	-	1	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	MAINE
MARYLAND	57	-	57	9	47	-	-	-	10	10	24	10	-	-	4	-	-	4	MARYLAND
MASSACHUSETTS	12	-	12	2	10	-	-	-	-	10	-	-	-	-	-	-	-	-	MASSACHUSETTS
MICHIGAN	134	16	118	-	2/ 118	-	6	30	33	-	33	16	-	-	4	-	-	4	MICHIGAN
MINNESOTA	925	-	925	36	889	3	119	98	529	-	104	67	-	-	-	-	-	-	MINNESOTA
MISSISSIPPI 2/	595	-	595	1	594	-	-	2	515	-	46	-	-	-	-	-	-	-	MISSISSIPPI
MISSOURI	229	24	205	67	138	-	76	58	71	-	-	24	-	-	4	-	-	4	MISSOURI
MONTANA	139	-	139	17	122	-	22	6	84	-	-	27	-	-	-	-	-	-	MONTANA
NEBRASKA	34	-	34	-	34	-	-	-	34	-	-	-	-	-	-	-	-	-	NEBRASKA
NEVADA	12	-	12	-	12	-	-	-	5	-	-	-	-	-	-	-	-	-	NEVADA
NEW HAMPSHIRE	22	-	22	-	22	-	-	-	-	-	21	-	-	-	-	-	-	-	NEW HAMPSHIRE
NEW JERSEY	491	20	471	108	363	-	68	-	394	-	6	-	-	-	-	-	-	-	NEW JERSEY
NEW MEXICO	290	-	290	3	287	-	1	1	38	3	236	12	-	-	-	-	-	-	NEW MEXICO
NORTH CAROLINA	488	22	466	64	402	-	10	104	20	-	308	24	-	-	13	-	-	13	NORTH CAROLINA
NORTH DAKOTA	97	-	97	53	44	-	42	-	49	-	-	6	-	-	2	-	-	2	NORTH DAKOTA
OHIO	2,364	-	2,364	7	2,357	-	119	371	1,225	319	321	9	-	-	-	-	-	-	OHIO
OKLAHOMA	614	26	588	100	488	-	315	76	41	-	102	54	-	-	2	-	-	2	OKLAHOMA
OREGON	59	-	59	13	46	-	-	1	-	42	8	-	-	-	-	-	-	-	OREGON
PENNSYLVANIA	251	-	251	29	222	-	17	-	-	55	150	24	-	-	29	-	-	29	PENNSYLVANIA
RHODE ISLAND	2	-	2	-	2	-	-	-	-	-	2	-	-	-	-	-	-	-	RHODE ISLAND
SOUTH CAROLINA	212	-	212	41	171	-	46	201	9	-	-	9	-	-	-	-	-	-	SOUTH CAROLINA
SOUTH DAKOTA	55	-	55	28	27	-	31	-	114	25	186	20	-	-	1	-	-	1	SOUTH DAKOTA
TENNESSEE	426	-	426	-	426	-	31	83	-	64	272	35	-	-	178	-	-	178	TENNESSEE
TEXAS	1,537	47	1,584	613	977	3	-	1,197	19	64	272	35	-	-	4	-	-	4	TEXAS
UTAH	65	-	65	17	48	-	7	6	50	-	2	-	-	-	-	-	-	-	UTAH
VERMONT	39	-	39	-	39	-	-	20	1	-	18	-	-	-	-	-	-	-	VERMONT
VIRGINIA	30	-	30	4	26	-	-	7	-	5	1	14	-	-	3	-	-	3	VIRGINIA
WASHINGTON	135	1	134	12	122	-	12	76	4	22	15	5	-	-	-	-	-	-	WASHINGTON
WEST VIRGINIA	145	5	140	31	109	4	1	35	1	-	98	1	-	-	-	-	-	-	WEST VIRGINIA
WISCONSIN	758	-	758	32	726	-	16	27	624	-	23	68	-	-	-	-	-	-	WISCONSIN
WYOMING	93	9	84	16	68	-	-	11	73	-	-	-	-	-	-	-	-	-	WYOMING
TOTAL	15,206	212	14,994	1,850	13,144	45	1,432	4,257	5,326	672	2,580	646	-	-	423	-	-	237	TOTAL

1/ A DUAL-TYPE ROAD IS DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET. ENTRIES IN THIS COLUMN INCLUDE BOTH DUAL-TYPE CONSTRUCTION AND THOSE WIDENING PROJECTS WHICH RESULTED IN THE REPLACEMENT OF A SINGLE-TYPE BY A DUAL-TYPE ROAD.

2/ IN ADDITION, BITUMINOUS WEARING COURSE LESS THAN 1 INCH IN COMPACTED THICKNESS WAS PLACED ON 3 MILES OF PORTLAND CEMENT CONCRETE.

3/ NO CONSTRUCTION WAS COMPLETED.

4/ SEE TABLE SH-101 FOR SEGREGATION BETWEEN RESURFACING TO A DIFFERENT TYPE AND RESURFACING TO THE SAME TYPE.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE-1946

MILEAGE BUILT DURING YEAR ON SECONDARY RURAL ROADS UNDER STATE CONTROL

CLASSIFIED BY TYPE OF SURFACE

TABLE SMB-3, 1946
ISSUED SEPTEMBER 1947

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DRAINED	MILEAGE SURFACED										MILEAGE WIDENED				
			SURTOTALS		TYPE OF SURFACE BUILT								TYPE OF WIDENING		STATE		
			TOTAL	SURFACING ON EARTH ROADS OR NEW LOCATION	RESURFACING	D	E	F	G	H	I	J	M	C,D,E		F,G,H,I	UNTREATED	BITU- MINOUS TYPES
SECONDARY STATE HIGHWAYS																	
CALIFORNIA	157	-	157	10	147	10	-	22	110	-	1	14	-	-	-	-	CALIFORNIA
COLORADO	50	2	48	17	31	-	32	3	13	-	-	-	-	-	-	-	COLORADO
LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL	9 13 22	- - -	9 13 22	8 6 14	1 7 8	- - -	8 6 14	- - -	- - -	1 7 8	- - -	- - -	- - -	- - -	- - -	- - -	LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL
MAINE 2/	194	-	194	2	192	-	51	143	-	-	-	-	-	-	-	-	MAINE 2/
MISSISSIPPI	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MISSISSIPPI
MISSOURI	232	8	224	68	156	4	102	100	15	-	-	3	-	-	-	-	MISSOURI
MONTANA: SECONDARY STATE-AID TOTAL	123 13 136	5 13 18	118 13 118	60 - 60	58 - 58	- - -	67 - 67	28 - 28	23 - 23	- - -	- - -	- - -	- - -	- - -	- - -	- - -	MONTANA: SECONDARY STATE-AID TOTAL
NEVADA	38	5	33	25	8	-	-	-	33	-	-	-	-	-	-	-	NEVADA
NEW HAMPSHIRE	44	-	44	7	37	-	5	39	-	-	-	-	-	-	-	-	NEW HAMPSHIRE
NEW JERSEY 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEW JERSEY 3/
OREGON	72	-	72	14	58	-	3	52	-	17	-	-	-	-	-	-	OREGON
PENNSYLVANIA	880	-	880	702	178	-	673	12	-	179	14	2	-	2	-	-	PENNSYLVANIA
RHODE ISLAND 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	RHODE ISLAND 3/
WASHINGTON	133	-	133	2	131	-	27	91	-	14	-	-	1	-	-	-	WASHINGTON
TOTAL	1,961	36	1,925	921	1,004	14	974	490	194	218	15	19	1	2	-	2	TOTAL
COUNTY ROADS UNDER STATE CONTROL 5/																	
DELAWARE	9	1	8	2	6	1	-	4	-	-	1	2	-	-	-	-	DELAWARE
NEVADA	17	-	17	17	-	-	6	-	11	-	-	-	-	-	-	-	NEVADA
NORTH CAROLINA	1,535	132	1,403	513	890	159	499	572	4	-	159	-	-	-	-	-	NORTH CAROLINA
VIRGINIA	770	31	739	232	507	22	458	253	-	6	-	-	-	1	1	-	VIRGINIA
WEST VIRGINIA	396	1	395	158	237	29	149	180	8	21	7	1	-	5	-	5	WEST VIRGINIA
TOTAL	2,727	165	2,562	922	1,640	221	1,112	1,009	23	27	167	3	-	6	1	5	TOTAL
ALL SECONDARY ROADS UNDER STATE CONTROL																	
GRAND TOTAL	4,688	201	4,487	1,843	2,644	235	2,086	1,499	217	245	182	22	1	8	1	7	GRAND TOTAL

1/ A DUAL-TYPE ROAD IS DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET. ENTRIES IN THIS COLUMN INCLUDE BOTH DUAL-TYPE CONSTRUCTION AND THOSE WIDENING PROJECTS WHICH RESULTED IN THE REPLACEMENT OF A SINGLE-TYPE BY DUAL-TYPE ROAD.

2/ MILEAGE BUILT ON STATE-AID SYSTEM.

3/ NO CONSTRUCTION WAS COMPLETED ON NEW JERSEY AND RHODE ISLAND PARK AND FOREST ROADS.

4/ SEE TABLE SM-101 FOR SEGREGATION BETWEEN RESURFACING TO A DIFFERENT TYPE AND RESURFACING TO THE SAME TYPE.

5/ IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT 3 COUNTIES), AND WEST VIRGINIA, COUNTY ROADS ARE UNDER STATE CONTROL. IN NEVADA A SMALL MILEAGE HAS BEEN CONSTRUCTED AND TAKEN OVER FOR STATE MAINTENANCE WITHOUT BEING ADDED TO THE EXISTING STATE HIGHWAY SYSTEM.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE-1946

MILEAGE BUILT DURING YEAR ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS

CLASSIFIED BY TYPE OF SURFACE

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SM-4, 1946
ISSUED SEPTEMBER 1947

STATE	TOTAL MILEAGE GRADED OR SURFACED	MILEAGE GRADED AND DPAINEO	MILEAGE SURFACED													MILEAGE WIDENED				STATE
			SUBTOTALS		TYPE OF SURFACE BUILT										TYPE OF WIDENING					
			TOTAL	SURFACING ON EARTH ROADS OR NEW LOCATION	RESUR- FACING	D	E	F	G	H	I	J	K	M	TOTAL	BITU- MINOUS TYPES	F, G, H, I	J		
ALABAMA	32	-	32	-	32	-	-	8	24	-	-	-	-	-	5	-	1	-	ALABAMA	
ARIZONA 3/	10	-	10	1	-	-	-	-	5	-	-	3	-	-	-	-	-	-	ARIZONA 3/	
ARKANSAS	15	-	15	-	14	-	-	-	-	-	-	6	-	-	-	-	-	-	ARKANSAS	
CALIFORNIA	15	-	15	-	14	-	-	-	5	-	-	6	-	-	-	-	-	-	CALIFORNIA	
COLORADO	2	-	2	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	COLORADO	
CONNECTICUT	4	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CONNECTICUT	
DELAWARE 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	DELAWARE 4/	
FLORIDA	54	-	54	-	-	-	-	6	43	-	-	-	-	-	4	2	-	-	FLORIDA	
GEORGIA	52	1	51	12	39	2	1	12	-	4	29	2	-	1	1	-	-	-	GEORGIA	
IDAHO	4	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	IDAHO	
ILLINOIS	25	-	25	-	25	-	-	-	-	-	22	-	-	-	-	-	-	-	ILLINOIS	
INDIANA	43	-	43	-	43	-	-	-	8	-	33	-	-	-	-	-	-	-	INDIANA	
IOWA	14	-	14	1	13	-	-	5	1	1	-	-	-	-	8	-	-	-	IOWA	
KANSAS	20	-	20	1	19	-	-	1	3	-	-	-	-	-	-	-	-	-	KANSAS	
KENTUCKY	28	-	28	-	28	-	-	2	11	-	-	-	-	-	-	-	-	-	KENTUCKY	
LOUISIANA	3	-	3	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	LOUISIANA	
MAINE	3	-	3	-	3	-	-	1	-	-	-	-	-	-	-	-	-	-	MAINE	
MARYLAND	2	-	2	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	MARYLAND	
MASSACHUSETTS	2	-	2	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	MASSACHUSETTS	
MICHIGAN	13	-	13	-	13	-	-	-	-	-	-	-	-	-	-	-	-	-	MICHIGAN	
MINNESOTA	97	-	97	7	90	-	-	6	59	-	16	6	-	-	1	-	-	-	MINNESOTA	
MISSISSIPPI	3	-	3	-	3	-	-	-	3	-	-	-	-	-	-	-	-	-	MISSISSIPPI	
MISSOURI	22	-	22	1	21	-	-	13	2	-	5	-	-	-	1	-	-	-	MISSOURI	
MONTANA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MONTANA	
NEBRASKA	5	-	5	1	4	-	-	-	2	-	-	-	-	-	-	-	-	-	NEBRASKA	
NEVADA	2	-	2	-	2	-	-	-	1	-	-	-	-	-	-	-	-	-	NEVADA	
NEW HAMPSHIRE	1	-	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	NEW HAMPSHIRE	
NEW JERSEY	3	-	3	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	NEW JERSEY	
NEW MEXICO	28	-	28	11	17	-	-	2	24	-	-	-	-	-	1	-	-	-	NEW MEXICO	
NEW YORK 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEW YORK 4/	
NORTH CAROLINA	106	1	105	8	97	-	-	21	3	-	-	80	-	-	1	-	-	-	NORTH CAROLINA	
NORTH DAKOTA	3	-	3	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	NORTH DAKOTA	
OHIO	140	-	140	5	135	-	-	9	32	7	85	5	-	2	1	-	-	-	OHIO	
OKLAHOMA	16	-	16	1	15	-	-	2	3	-	-	4	-	-	-	-	-	-	OKLAHOMA	
OREGON	2	-	2	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	OREGON	
PENNSYLVANIA	88	-	88	8	80	-	-	3	-	-	15	57	-	-	-	-	-	-	PENNSYLVANIA	
RHODE ISLAND	1	-	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	RHODE ISLAND	
SOUTH CAROLINA	8	-	8	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	SOUTH CAROLINA	
SOUTH DAKOTA	1	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SOUTH DAKOTA	
TENNESSEE	7	-	7	1	-	-	-	-	2	-	-	-	-	-	-	-	-	-	TENNESSEE	
TEXAS	33	-	33	6	27	-	-	15	2	2	12	2	-	-	10	-	-	-	TEXAS	
UTAH	11	-	11	-	11	-	-	1	7	-	-	3	-	-	-	-	-	-	UTAH	
VERMONT	3	-	3	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	VERMONT	
VIRGINIA 4/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	VIRGINIA 4/	
WASHINGTON	3	-	3	-	3	-	-	-	-	-	-	-	-	-	4	-	-	-	WASHINGTON	
WEST VIRGINIA	11	-	11	-	11	-	-	-	-	-	-	-	-	-	2	-	-	-	WEST VIRGINIA	
WISCONSIN	38	-	38	1	37	-	-	-	26	-	-	-	-	-	1	-	-	-	WISCONSIN	
WYOMING	2	-	2	-	2	-	-	-	1	-	-	-	-	-	-	-	-	-	WYOMING	
DISTRICT OF COLUMBIA	2	-	2	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	DISTRICT OF COLUMBIA	
TOTAL	964	4	960	75	5/ 885	2	32	137	273	34	408	54	2	13	52	29	-	23	TOTAL	

1/ INCLUDES CONNECTING STREETS NOT UNDER STATE CONTROL.

2/ A DUAL-TYPE ROAD IS DEFINED AS A ROAD THE LEAFING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET. ENTRIES IN THIS COLUMN INCLUDE BOTH DUAL-TYPE CONSTRUCTION AND THOSE WIDENING PROJECTS WHICH RESULTED IN THE REPLACEMENT OF A SINGLE-

TYPE BY A DUAL-TYPE ROAD.

3/ LESS THAN ONE MILE OF CONSTRUCTION COMPLETED.

4/ NO CONSTRUCTION WAS COMPLETED.

5/ SEE TABLE SM-100 FOR SEGREGATION BETWEEN RESURFACING TO A DIFFERENT TYPE AND RESURFACING TO THE SAME TYPE.

MILEAGE BUILT BY STATE HIGHWAY DEPARTMENTS ON COUNTY OR LOCAL ROADS AND OTHER SPECIAL CONSTRUCTION-1946

CLASSIFIED BY TYPE OF SURFACE

COMPILED FOR CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SHB-5, 1946
ISSUED SEPTEMBER 1947

STATE	TOTAL SPECIAL CONSTRUC- TION 1/	MILEAGE BUILT ON COUNTY OR OTHER LOCAL RURAL ROADS NOT UNDER STATE CONTROL										OTHER SPECIAL CONSTRUCTION 2/										STATE						
		MILEAGE SURFACED										TOTAL	SOIL- SURFACED	E	F	G	H	I	J	TOTAL	GRAVEL OR STONE		BITU- MINOUS SURFACE- TREATED	MIXED BITU- MINOUS	F	G	I	BITU- MINOUS CONCRETE AND SHEET ASPHALT
		TOTAL	MILEAGE GRADED AND DRAINED	TOTAL																								
ALABAMA	30	27	-	27	-	-	-	8	-	11	-	-	-	-	-	-	-	3	-	3	-	-	-	-	-	ALABAMA		
ARIZONA	20	20	1	19	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ARIZONA		
ARKANSAS	6	6	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	11	-	-	-	-	-	-	-	ARKANSAS		
CALIFORNIA	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CALIFORNIA		
COLORADO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	COLORADO		
CONNECTICUT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CONNECTICUT		
DELAWARE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	DELAWARE		
FLORIDA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	FLORIDA		
GEORGIA	49	47	6	41	9	6	21	-	-	-	-	4	1	2	1	-	-	-	-	-	-	-	-	-	-	GEORGIA		
IDAHO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	IDAHO		
ILLINOIS	25	25	-	25	-	2	1	-	-	-	-	21	1	-	-	-	-	-	-	-	-	-	-	-	-	ILLINOIS		
INDIANA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	INDIANA		
IOWA	132	132	1	131	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	IOWA		
KANSAS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	KANSAS		
KENTUCKY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	KENTUCKY		
LOUISIANA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	LOUISIANA		
MAINE	6	6	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MAINE		
MARYLAND	55	54	-	54	-	14	9	-	6	5	-	17	-	1	-	-	-	-	-	-	-	-	-	-	-	MARYLAND		
MASSACHUSETTS	43	43	-	43	-	11	13	-	16	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	MASSACHUSETTS		
MICHIGAN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MICHIGAN		
MINNESOTA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MINNESOTA		
MISSISSIPPI	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MISSISSIPPI		
MISSOURI	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MISSOURI		
MONTANA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MONTANA		
NEBRASKA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEBRASKA		
NEVADA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEVADA		
NEW HAMPSHIRE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEW HAMPSHIRE		
NEW JERSEY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEW JERSEY		
NEW MEXICO	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEW MEXICO		
NEW YORK	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEW YORK		
NORTH CAROLINA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NORTH CAROLINA		
NORTH DAKOTA	9	9	-	9	-	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NORTH DAKOTA		
OHIO	203	202	15	187	4	162	21	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	OHIO		
OKLAHOMA	16	16	-	16	-	-	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	OKLAHOMA		
OREGON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	OREGON		
PENNSYLVANIA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PENNSYLVANIA		
RHODE ISLAND	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	RHODE ISLAND		
SOUTH CAROLINA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SOUTH CAROLINA		
SOUTH DAKOTA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SOUTH DAKOTA		
TENNESSEE	23	15	-	15	-	9	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	TENNESSEE		
TEXAS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	TEXAS		
UTAH	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	UTAH		
VERMONT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	VERMONT		
VIRGINIA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	VIRGINIA		
WASHINGTON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	WASHINGTON		
WEST VIRGINIA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	WEST VIRGINIA		
WISCONSIN	90	42	-	42	-	22	-	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	WISCONSIN		
WYOMING	107	107	-	107	-	107	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	WYOMING		
TOTAL	855	751	23	728	13	500	88	68	12	45	2	104	11	23	68	2	2	68	2	23	68	2	2	2	2	2	TOTAL	

1/ STATES FOR WHICH NO AMOUNTS ARE GIVEN COMPLETED NO SPECIAL CONSTRUCTION.

2/ MILEAGE BUILT ON ROADS IN PARKS, FORESTS, INSTITUTIONS, ETC., AND ON LOCAL CITY STREETS NOT CONNECTING STATE HIGHWAY SYSTEMS.

1/ STATES FOR WHICH NO AMOUNTS ARE GIVEN COMPLETED NO SPECIAL CONSTRUCTION.

2/ MILEAGE BUILT ON ROADS IN PARKS, FORESTS, INSTITUTIONS, ETC., AND ON LOCAL CITY STREETS
NOT CONNECTING STATE HIGHWAY SYSTEMS.

MILEAGE CHANGES ON STATE HIGHWAY SYSTEMS														
STATE HIGHWAY MILEAGE - 1946														
PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY														
TABLE 94-101 SHEET 2 OF 2 SEPTEMBER 1947														
ACCOUNTING TABLE OF CONSTRUCTION CHANGES														
TYPE OF ROAD EXISTING OR BUILT	CHANGES IN SYSTEM OTHER THAN CONSTRUCTION				TYPE OF ROAD REPLACED OR ABANDONED									
	EXISTING MILEAGE AT BEGINNING OF YEAR	REVISIONS DUE TO RESURFACING OR FORMER ERROR	MILEAGE TRANSFERS	NET CHANGES OTHER THAN CONSTRUCTION	A	B	C	D	E	F	G	H	I	J
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
ROAD ABANDONED														
A. PRIMITIVE	13	-	-	-	..	..	..	..	..	..	..	..	..	..
B. UNIMPROVED	414	-	-	-	..	..	..	..	..	..	..	..	..	..
C. GRADED AND DRAINED	354	-2	16	6	..	..	..	..	..	..	..	..	..	..
D. SOIL-SURFACED	435	-1	9	4	..	..	..	..	..	..	..	..	..	..
E. GRAVEL OR STONE	1,555	6	71	12	..	..	..	..	..	..	..	..	..	..
F. BITUMINOUS SURFACE-TREATED	3,849	31	84	19	..	..	..	..	..	..	..	..	..	..
G. MIXED BITUMINOUS	3,283	16	79	13	..	..	..	..	..	..	..	..	..	..
H. BITUMINOUS PENETRATION	1,773	39	14	1	..	..	..	..	..	..	..	..	..	..
I. BITUMINOUS CONCRETE AND SHEET ASPHALT	5,657	28	44	16	..	..	..	..	..	..	..	..	..	..
J. PORTLAND CEMENT CONCRETE	9,682	79	82	11	..	..	..	..	..	..	..	..	..	..
K. BRICK	1,453	10	6	1	..	..	..	..	..	..	..	..	..	..
L. BLOCK	130	-2	-	-	..	..	..	..	..	..	..	..	..	..
M. DUAL-TYPE	1,035	-5	4	-2	..	..	..	..	..	..	..	..	..	..
TOTAL	29,573	209	473	65	..	..	..	..	..	..	..	..	..	..
ROAD ABANDONED														
A. PRIMITIVE	2	-	-	-	..	..	..	..	..	..	..	..	..	..
B. UNIMPROVED	2	-	-	-	..	..	..	..	..	..	..	..	..	..
C. GRADED AND DRAINED	9	3	-	-	..	..	..	..	..	..	..	..	..	..
D. SOIL-SURFACED	10	-	-	-	..	..	..	..	..	..	..	..	..	..
E. GRAVEL OR STONE	12	20	1	19	..	..	..	..	..	..	..	..	..	..
F. BITUMINOUS SURFACE-TREATED	132	24	1	2	..	..	..	..	..	..	..	..	..	..
G. MIXED BITUMINOUS	368	-63	1	5	..	..	..	..	..	..	..	..	..	..
H. BITUMINOUS PENETRATION	155	2	1	-	..	..	..	..	..	..	..	..	..	..
I. BITUMINOUS CONCRETE AND SHEET ASPHALT	718	76	1	5	..	..	..	..	..	..	..	..	..	..
J. PORTLAND CEMENT CONCRETE	2,977	-20	1	2	..	..	..	..	..	..	..	..	..	..
K. BRICK	295	-4	-	-	..	..	..	..	..	..	..	..	..	..
L. BLOCK	81	-2	-	-	..	..	..	..	..	..	..	..	..	..
M. DUAL-TYPE	14	2	-	-	..	..	..	..	..	..	..	..	..	..
UNCLASSIFIED	221	-221	-	-	..	..	..	..	..	..	..	..	..	..
TOTAL	2,955	-143	5	16	..	..	..	..	..	..	..	..	..	..
ROAD ABANDONED														
A. PRIMITIVE	15	-	-	-	..	..	..	..	..	..	..	..	..	..
B. UNIMPROVED	416	-	-	-	..	..	..	..	..	..	..	..	..	..
C. GRADED AND DRAINED	363	-1	16	6	..	..	..	..	..	..	..	..	..	..
D. SOIL-SURFACED	445	-1	9	4	..	..	..	..	..	..	..	..	..	..
E. GRAVEL OR STONE	1,557	26	71	13	..	..	..	..	..	..	..	..	..	..
F. BITUMINOUS SURFACE-TREATED	4,030	95	85	21	..	..	..	..	..	..	..	..	..	..
G. MIXED BITUMINOUS	3,651	-47	79	18	..	..	..	..	..	..	..	..	..	..
H. BITUMINOUS PENETRATION	1,968	41	15	1	..	..	..	..	..	..	..	..	..	..
I. BITUMINOUS CONCRETE AND SHEET ASPHALT	6,375	104	44	21	..	..	..	..	..	..	..	..	..	..
J. PORTLAND CEMENT CONCRETE	10,519	59	83	13	..	..	..	..	..	..	..	..	..	..
K. BRICK	1,658	6	6	2	..	..	..	..	..	..	..	..	..	..
L. BLOCK	211	-4	-	-	..	..	..	..	..	..	..	..	..	..
M. DUAL-TYPE	1,149	7	4	2	..	..	..	..	..	..	..	..	..	..
UNCLASSIFIED	221	-221	-	-	..	..	..	..	..	..	..	..	..	..
TOTAL	32,958	66	476	101	..	..	..	..	..	..	..	..	..	..

✓ INCLUDES MILEAGES IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT 3 COUNTIES), AND WEST VIRGINIA. IN NEVADA A SMALL MILEAGE HAS BEEN CONSTRUCTED AND TAKEN OVER FOR STATE MAINTENANCE WITHOUT BEING ADDED TO THE EXISTING STATE HIGHWAY SYSTEM.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE - 1946

SUMMARY OF EXISTING MILEAGE OF ROADS AND STREETS UNDER STATE CONTROL

TABLE SH-1, 1946
ISSUED SEPTEMBER 1947

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL MILEAGE										SURFACED MILEAGE									
	UNDER STATE CONTROL					CONNECT- ING STREETS NOT UNDER STATE CONTROL	UNDEVELOPED MILEAGE					TOTAL								
	RURAL ROADS				URBAN EXTEN- SIONS OF STATE HIGHWAY SYSTEMS		TOTAL EXISTING MILEAGE	RURAL ROADS				URBAN EXTEN- SIONS OF STATE HIGHWAY SYSTEMS	TOTAL							
	STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	COUNTY ROADS UNDER STATE CONTROL	TOTAL				STATE PRIMARY SYSTEM	STATE SECONDARY SYSTEM	COUNTY ROADS UNDER STATE CONTROL	TOTAL									
ALABAMA	6,722	-	-	6,722	594	-	7,316	6,635	-	-	6,635	593	-	7,228	ALABAMA					
ARIZONA	3,801	-	-	3,801	66	-	3,867	3,235	-	-	3,235	66	-	3,301	ARIZONA					
ARKANSAS	9,318	-	-	9,318	435	-	9,753	8,846	-	-	8,846	434	-	9,280	ARKANSAS					
CALIFORNIA	4,015	8,618	-	12,633	1,088	-	13,721	12,313	8,298	-	20,611	1,088	-	21,699	CALIFORNIA					
COLORADO	3,755	8,062	-	11,817	404	-	12,221	10,200	6,274	-	16,474	395	-	16,869	COLORADO					
CONNECTICUT	2,491	-	-	2,491	100	-	2,591	2,491	-	-	2,491	100	-	2,591	CONNECTICUT					
DELAWARE	1,009	-	-	1,009	100	-	1,109	1,009	-	-	1,009	100	-	1,109	DELAWARE					
FLORIDA	7,691	-	-	7,691	966	-	8,657	7,691	-	-	7,691	966	-	8,657	FLORIDA					
GEORGIA	12,862	-	-	12,862	1,420	-	14,282	12,862	-	-	12,862	1,420	-	14,282	GEORGIA					
IDAH0	4,975	-	-	4,975	197	-	5,172	4,975	-	-	4,975	197	-	5,172	IDAH0					
ILLINOIS	10,324	-	-	10,324	1,557	-	11,881	10,206	-	-	10,206	1,557	-	11,863	ILLINOIS					
INDIANA	9,549	-	-	9,549	881	-	10,430	9,544	-	-	9,544	881	-	10,425	INDIANA					
IOWA	8,674	-	-	8,674	1,042	-	9,716	8,642	-	-	8,642	1,042	-	9,684	IOWA					
KANSAS	9,369	-	-	9,369	510	-	9,879	8,953	-	-	8,953	507	-	9,460	KANSAS					
KENTUCKY	9,868	-	-	9,868	446	-	10,314	9,822	-	-	9,822	446	-	10,268	KENTUCKY					
LOUISIANA	3,817	2/ 13,820	-	17,637	872	-	18,510	17,797	2/ 11,158	-	28,955	851	-	29,806	LOUISIANA					
MAINE	2,797	3/ 6,702	-	9,499	397	-	9,896	2,773	3/ 6,533	-	9,306	397	-	9,703	MAINE					
MARYLAND	4,403	-	-	4,403	87	-	4,490	4,385	-	-	4,385	87	-	4,472	MARYLAND					
MASSACHUSETTS	1,807	-	-	1,807	120	-	1,927	1,807	-	-	1,807	120	-	1,927	MASSACHUSETTS					
MICHIGAN	8,437	-	-	8,437	1,038	-	9,475	8,226	-	-	8,226	1,038	-	9,264	MICHIGAN					
MINNESOTA	9,299	-	-	9,299	1,280	-	10,579	9,292	-	-	9,292	1,288	-	10,580	MINNESOTA					
MISSISSIPPI	3,617	2/ 4,411	-	8,028	351	-	8,379	3,592	2/ 4,223	-	7,815	348	-	8,163	MISSISSIPPI					
MISSOURI	7,668	-	-	7,668	723	-	8,391	7,872	-	-	7,872	723	-	8,595	MISSOURI					
MONTANA	5,516	2/ 3,960	-	9,476	194	-	9,670	8,756	2/ 2,218	-	10,974	190	-	11,164	MONTANA					
NEBRASKA	8,013	-	-	8,013	376	-	8,389	8,499	-	-	8,499	373	-	8,872	NEBRASKA					
NEVADA	2,159	3/ 3,341	-	5,499	66	-	5,565	2,138	3/ 3,341	-	5,441	65	-	5,506	NEVADA					
NEW HAMPSHIRE	1,513	2/ 2,051	-	3,564	75	-	3,639	1,513	2/ 2,051	-	3,524	75	-	3,600	NEW HAMPSHIRE					
NEW JERSEY	1,310	6/ 439	-	1,749	378	-	2,127	1,318	6/ 317	-	1,635	378	-	1,993	NEW JERSEY					
NEW MEXICO	9,735	-	-	9,735	223	-	9,958	6,936	-	-	6,936	215	-	7,151	NEW MEXICO					
NORTH CAROLINA	14,219	-	-	14,219	1,219	-	15,438	12,782	-	-	12,782	1,219	-	13,999	NORTH CAROLINA					
NORTH DAKOTA	6,849	-	-	6,849	191	-	7,040	10,128	-	-	10,128	186	-	10,314	NORTH DAKOTA					
OHIO	16,168	-	-	16,168	2,304	-	18,472	16,140	-	-	16,140	2,304	-	18,444	OHIO					
OKLAHOMA	9,633	-	-	9,633	505	-	10,138	9,862	-	-	9,862	505	-	10,367	OKLAHOMA					
OREGON	4,470	2/ 2,666	-	7,136	354	-	7,490	4,395	2/ 2,086	-	6,481	354	-	6,835	OREGON					
PENNSYLVANIA	12,948	25,122	-	38,070	2,853	-	40,923	38,888	25,122	-	64,010	2,853	-	72,863	PENNSYLVANIA					
RHODE ISLAND	726	6/ 52	-	778	112	-	890	726	6/ 38	-	764	112	-	874	RHODE ISLAND					
SOUTH CAROLINA	14,639	-	-	14,639	929	-	15,568	7,932	-	-	7,932	735	-	8,667	SOUTH CAROLINA					
SOUTH DAKOTA	5,869	-	-	5,869	166	-	6,035	5,443	-	-	5,443	163	-	5,606	SOUTH DAKOTA					
TENNESSEE	7,329	-	-	7,329	340	-	7,669	7,294	-	-	7,294	338	-	7,632	TENNESSEE					
TEXAS	25,092	-	-	25,092	1,506	-	26,598	24,340	-	-	24,340	1,493	-	25,833	TEXAS					
UTAH	4,864	-	-	4,864	563	-	5,427	3,628	-	-	3,628	551	-	4,179	UTAH					
VERMONT	1,749	-	-	1,749	55	-	1,804	1,749	-	-	1,749	55	-	1,804	VERMONT					
VIRGINIA	9,046	37,841	-	46,887	277	-	47,164	8,508	37,841	-	56,015	277	-	57,392	VIRGINIA					
WASHINGTON	3,970	-	-	3,970	307	-	4,277	3,735	-	-	3,735	304	-	4,039	WASHINGTON					
WEST VIRGINIA	4,501	-	-	4,501	418	-	4,919	4,391	-	-	4,391	411	-	5,262	WEST VIRGINIA					
WISCONSIN	9,231	-	-	9,231	776	-	10,007	9,231	-	-	9,231	776	-	10,007	WISCONSIN					
WYOMING	4,252	-	-	4,252	47	-	4,299	4,014	-	-	4,014	45	-	4,359	WYOMING					
DISTRICT OF COLUMBIA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	DISTRICT OF COLUMBIA					
TOTAL	342,071	85,602	118,691	546,364	30,205	2,841	579,410	317,955	72,432	64,228	382,183	29,387	2,841	411,570	TOTAL					

1/ INCLUDES CONNECTING STREETS NOT UNDER STATE CONTROL.

2/ INCLUDES 9,710 MILES DESIGNATED AS FARM-TO-MARKET SYSTEM, 7,212 OF WHICH ARE SURFACED.

3/ STATE-AID SYSTEM.

4/ INCLUDES 71 MILES DESIGNATED AS STATE-AID SYSTEMS, 41 MILES OF WHICH ARE SURFACED.

5/ MAINTAINED BY STATE WITHOUT BEING ADDED TO THE EXISTING STATE HIGHWAY SYSTEM.

6/ STATE FOREST, PARK, AND INSTITUTIONAL RDOS.

7/ INCLUDES 1,093 MILES OF URBAN EXTENSIONS OF COUNTY ROADS UNDER STATE CONTROL, 913 MILES OF WHICH ARE SURFACED.

8/ ONLY THAT PORTION OF THE DISTRICT OF COLUMBIA HIGHWAY SYSTEM WHICH FORMS CONNECTIONS OF MARYLAND AND VIRGINIA STATE ROUTES.

EXISTING MILEAGE OF PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS

CLASSIFIED BY TYPE OF SURFACE

TABLE SM-2, 1946
ISSUED SEPTEMBER 1947

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	NONSURFACED MILEAGE					SURFACED MILEAGE										STATE
	TOTAL	A	B	C	TOTAL	D	E	F	G	H	I	J	K	L	M	
		PRIMI- TIVE 1/	UNIM- PROVED	GRADED AND DEFINED		SOIL- SURFACED	GRAVEL OR STONE	BITU- MINOUS SURFACE- TREATED	MIXED BITU- MINOUS	BITU- MINOUS PENET- RATION	BITU- MINOUS CONCRETE AND SHEET ASPHALT	PORTLAND CEMENT CONCRETE	BRICK	BLOCK	DUAL- TYPE 2/	
ALABAMA	6,722	37	9	30	6,635	196	823	2,954	1,543	281	275	563	-	-	-	ALABAMA
ARIZONA	1,361	566	123	443	3,235	-	294	460	2,287	21	36	114	-	-	23	ARIZONA
ARKANSAS	9,318	472	22	408	8,846	5	5,519	64	2,617	73	365	1,168	-	-	5	ARKANSAS
CALIFORNIA	4,015	-	-	-	4,015	48	-	384	2,001	101	496	855	-	-	130	CALIFORNIA
COLORADO	3,755	9	3	5	3,746	-	308	1,783	1,164	-	12	457	-	-	2	COLORADO
CONNECTICUT	2,431	-	-	-	2,431	-	-	380	1,365	63	63	623	-	-	35	CONNECTICUT
DELAWARE	7,009	219	-	1	1,908	2	4	177	6	103	593	593	-	-	123	DELAWARE
FLORIDA	7,691	-	-	219	7,472	21	106	4,484	1,732	79	223	720	52	18	37	FLORIDA
GEORGIA	12,862	4,304	87	3,701	8,558	723	561	2,638	100	1,338	1,390	1,790	14	-	4	GEORGIA
IDAHO	4,975	853	274	412	4,122	7	920	284	2,755	14	94	52	-	-	6	IDAHO
ILLINOIS	1,224	18	-	12	10,206	-	-	30	326	-	631	8,380	217	2	6	ILLINOIS
INDIANA	3,549	5	-	5	9,544	-	343	503	3,268	-	1,784	3,575	7	-	64	INDIANA
IOWA	8,674	32	-	26	8,642	-	2,322	374	249	151	-	5,518	28	-	-	IOWA
KANSAS	9,389	436	125	26	8,953	-	2,329	3,322	1,857	100	80	1,277	81	-	7	KANSAS
KENTUCKY	9,848	26	-	26	9,822	-	2,938	886	3,608	15	1,166	1,207	-	-	2	KENTUCKY
LOUISIANA	3,817	20	-	20	3,797	-	631	-	11	971	28	2,148	-	-	8	LOUISIANA
MAINE	5,797	24	-	24	2,773	2	201	1,856	85	376	71	179	-	-	3	MAINE
MARYLAND	4,403	18	-	13	4,385	9	10	666	150	1,364	444	1,603	-	-	139	MARYLAND
MASSACHUSETTS	1,807	-	-	-	1,507	2	-	108	22	1,046	263	299	-	-	67	MASSACHUSETTS
MICHIGAN	8,437	211	125	-	8,226	21	1,692	1,057	1,048	56	771	3,568	-	-	12	MICHIGAN
MINNESOTA	9,959	7	-	7	9,952	3	2,959	461	3,574	-	482	2,440	-	1	13	MINNESOTA
MISSISSIPPI	2,617	16	-	18	3,599	16	576	531	209	1	532	1,737	6	-	13	MISSISSIPPI
MISSOURI	7,872	491	-	-	7,872	-	714	1,538	1,662	17	212	3,491	-	-	216	MISSOURI
MONTANA	5,616	-	55	267	5,125	-	499	1,599	2,397	-	7	23	-	-	-	MONTANA
NEBRASKA	8,813	314	-	314	8,499	-	4,760	954	1,605	4	16	1,131	22	-	7	NEBRASKA
NEVADA	2,159	21	-	-	2,138	-	22	-	2,073	17	16	1	-	-	9	NEVADA
NEW HAMPSHIRE	1,513	-	-	-	1,513	-	11	1,030	56	135	36	245	-	-	-	NEW HAMPSHIRE
NEW JERSEY	1,319	-	-	-	1,318	-	17	32	3	23	171	1,041	3	-	28	NEW JERSEY
NEW MEXICO	9,735	137	61	2,001	6,936	-	2,599	421	3,215	538	112	51	-	-	-	NEW MEXICO
NEW YORK	16,219	1,437	1,437	-	12,782	576	476	3,987	1,663	1,823	2,205	6,465	82	4	84	NEW YORK
NORTH CAROLINA	16,342	214	2	212	10,138	-	576	3,987	937	38	1,564	2,536	-	-	14	NORTH CAROLINA
NORTH DAKOTA	6,849	385	106	254	6,464	-	4,640	602	1,193	-	1	28	-	-	-	NORTH DAKOTA
OHIO	16,168	28	7	21	16,140	44	1,765	1,913	5,254	1,680	3,059	1,721	535	-	169	OHIO
OKLAHOMA	9,633	771	1	770	8,862	73	3,098	494	1,714	41	1,241	2,159	30	-	12	OKLAHOMA
OREGON	14,470	75	-	75	4,395	-	266	1,662	1,185	1,592	428	259	-	-	3	OREGON
PENNSYLVANIA	12,948	270	5	259	12,678	2	43	3,557	-	2,262	1,518	4,944	32	2	318	PENNSYLVANIA
RHODE ISLAND	726	-	-	-	726	-	-	221	8	252	60	150	-	-	35	RHODE ISLAND
SOUTH CAROLINA	14,659	6,707	15	5,768	7,932	408	5	3,590	1,591	-	456	1,853	-	-	29	SOUTH CAROLINA
SOUTH DAKOTA	5,869	426	1	425	5,443	-	2,754	949	1,428	-	-	312	-	-	-	SOUTH DAKOTA
TENNESSEE	7,359	-	-	35	7,294	-	1,653	1,049	1,475	336	913	1,644	8	3	13	TENNESSEE
TEXAS	25,072	759	291	1,68	24,310	71	649	10,956	680	3,891	2,588	5,180	46	-	279	TEXAS
UTAH	4,864	1,236	252	976	3,628	-	1,220	77	2,000	4	143	157	-	-	22	UTAH
VERMONT	1,749	-	-	-	1,749	-	434	355	581	83	19	277	-	-	-	VERMONT
VIRGINIA	9,046	258	222	16	8,808	304	-	3,733	-	2,192	2,187	258	-	-	134	VIRGINIA
WASHINGTON	3,970	255	110	95	3,735	-	128	595	552	1,427	58	960	-	-	15	WASHINGTON
WEST VIRGINIA	4,501	110	70	40	4,391	12	218	1,107	570	570	656	880	25	-	3	WEST VIRGINIA
WISCONSIN	9,231	-	-	-	9,231	-	30	77	5,063	36	5/ 175	3,633	-	-	15	WISCONSIN
WYOMING	4,252	238	-	98	4,014	-	52	595	3,330	-	9	-	-	-	18	WYOMING
TOTAL	342,071	24,116	992	13,560	317,955	2,545	48,568	65,133	67,627	24,323	27,154	79,265	1,185	33	2,122	TOTAL

1/ A PRIMITIVE ROAD IS DEFINED AS AN UNIMPROVED ROUTE ON WHICH THERE IS NO PUBLIC MAINTENANCE BUT WHICH IS USABLE BY 4-WHEEL VEHICLES AND PUBLICLY TRAVELED BY SMALL NUMBERS OF VEHICLES.
2/ A DUAL-TYPE ROAD IS DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET.

3/ INCREASE OVER 1945 WAS DUE TO THE ADDITION OF 1,753 MILES TRANSFERRED FROM LOCAL SYSTEMS.
4/ INCLUDES 373 MILES OF MIXED BITUMINOUS RESURFACING OF OLD CONCRETE PAVEMENT.
5/ INCLUDES 23 MILES OF BITUMINOUS CONCRETE RESURFACING OF OLD CONCRETE PAVEMENT.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE - 1946

EXISTING MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL

CLASSIFIED BY TYPE OF SURFACE

TABLE SN-3, 1946
ISSUED SEPTEMBER 1947

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL	UNSURFACED MILEAGE					SURFACED MILEAGE										STATE
		A	B	C	D	E	F	G	H	I	J	K	L	M			
TOTAL	320	-	-	320	8,298	2,328	7	1,158	2,872	541	501	836	1	-	54	CALIFORNIA	
CALIFORNIA	8,418	-	-	320	8,298	2,328	7	1,158	2,872	541	501	836	1	-	54	CALIFORNIA	
COLORADO	8,062	46	785	957	6,274	-	5,257	853	155	-	-	9	-	-	-	COLORADO	
LOUISIANA:																LOUISIANA:	
SECONDARY	4,110	-	44	120	3,946	-	3,307	3	-	491	2	143	-	-	-	SECONDARY	
FARM-TO-MARKET	9,710	-	554	1,244	7,212	-	6,972	3	-	182	8	39	1	-	7	FARM-TO-MARKET	
TOTAL	13,820	-	598	2,064	11,158	-	10,279	6	-	673	10	182	1	-	7	TOTAL	
MAINE 3/	6,702	3	21	145	6,553	16	2,535	3,923	3	49	1	6	-	-	-	MAINE 3/	
MISSISSIPPI	2,441	-	-	18	2,423	3	1,977	209	34	-	115	84	-	-	-	MISSISSIPPI	
MISSOURI	7,668	-	-	21	7,647	111	6,848	318	135	29	9	132	-	-	15	MISSOURI	
MONTANA:																MONTANA:	
SECONDARY	2,875	6	239	453	2,177	-	1,885	81	210	-	-	-	-	-	1	SECONDARY	
STATE-AID	71	-	-	32	41	-	21	-	19	-	-	1	-	-	-	STATE-AID	
TOTAL	2,946	-	239	483	2,218	-	1,906	81	229	-	-	1	-	-	1	TOTAL	
NEVADA	3,341	381	1,470	288	1,202	-	404	30	767	-	1	-	-	-	-	NEVADA	
NEW HAMPSHIRE	2,051	5	-	4	2,046	-	113	1,982	22	13	6	5	-	-	-	NEW HAMPSHIRE	
NEW JERSEY 4/	439	24	90	8	317	13	218	22	1	44	16	2	1	-	-	NEW JERSEY 4/	
OREGON	2,260	-	31	149	2,086	61	788	802	32	247	114	27	-	-	15	OREGON	
PENNSYLVANIA	25,122	5	269	4,638	20,210	88	1,992	10,991	-	6,038	422	580	84	-	14	PENNSYLVANIA	
RHODE ISLAND 4/	52	-	-	14	38	-	16	13	-	4	-	-	-	-	-	RHODE ISLAND 4/	
WASHINGTON	2,074	-	23	69	1,982	-	322	789	383	108	62	314	1	2	1	WASHINGTON	
TOTAL	85,602	466	3,526	9,178	72,432	2,620	32,667	21,082	4,633	7,746	1,258	2,228	88	3	107	TOTAL	
COUNTY ROADS UNDER STATE CONTROL 5/																	
DELAWARE	2,747	814	22	51	741	1,933	987	198	677	-	10	32	18	-	-	DELAWARE	
NEVADA	36	-	-	-	-	36	-	6	1	23	-	-	-	-	-	NEVADA	
NORTH CAROLINA	49,752	25,414	562	4,236	20,616	24,338	13,506	7,976	2,026	86	13	516	182	33	-	NORTH CAROLINA	
VIRGINIA	37,841	10,880	-	4,466	6,414	26,961	5,645	13,123	7,118	-	1,024	8	43	-	-	VIRGINIA	
WEST VIRGINIA	26,315	17,355	379	15,471	1,505	10,960	1,559	5,257	2,863	549	285	125	275	46	1	WEST VIRGINIA	
TOTAL	118,691	54,463	963	24,224	29,276	64,228	21,697	26,560	12,685	664	1,332	681	518	79	-	TOTAL	
ALL SECONDARY ROADS UNDER STATE CONTROL																	

1/ A PRIMITIVE ROAD IS DEFINED AS AN UNIMPROVED ROUTE ON WHICH THERE IS NO PUBLIC MAINTENANCE BUT WHICH IS USABLE BY 4-WHEEL VEHICLES AND PUBLICLY TRAVELED BY SMALL NUMBERS OF VEHICLES.

2/ A DUAL-TYPE ROAD IS DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET.

3/ STATE-AID SYSTEM.

4/ STATE FOREST, PARK, AND INSTITUTIONAL ROADS.

5/ IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT 3 COUNTIES), AND WEST VIRGINIA, COUNTY ROADS ARE UNDER STATE CONTROL. IN NEVADA, A SMALL MILEAGE HAS BEEN CONSTRUCTED AND TAKEN OVER FOR STATE MAINTENANCE WITHOUT BEING ADDED TO THE EXISTING STATE HIGHWAY SYSTEM.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE-1946 EXISTING MILEAGE OF URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS CLASSIFIED BY TYPE OF SURFACE

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SH-4, 1946
ISSUED SEPTEMBER 1947

STATE	TOTAL	NONSURFACED MILEAGE					SURFACED MILEAGE										STATE
		TOTAL	PRIMITIVE 2/	UNIM- PROVED	GRADED AND DRAINED	TOTAL	SOIL- SURFACED	E	F	G	H	I	J	K	L	M	
ALABAMA	594	1	-	-	1	593	6	15	181	130	32	85	133	4	-	7	ALABAMA
ARIZONA	66	-	-	-	-	66	-	1	1	25	14	14	16	-	-	7	ARIZONA
ARKANSAS	435	1	-	-	1	434	-	57	15	94	3	56	188	4	-	17	ARKANSAS
CALIFORNIA	1,088	-	-	-	-	1,088	10	-	10	114	95	424	311	-	-	124	CALIFORNIA
COLORADO	404	9	-	-	4	395	-	61	140	44	-	79	57	1	-	13	COLORADO
CONNECTICUT	623	3	-	-	3	620	-	21	115	5	138	117	134	5	-	25	CONNECTICUT
DELAWARE	143	3	-	-	3	140	10	2	2	-	2	25	71	1	1	7	DELAWARE
FLORIDA	946	5	-	-	5	941	-	4	370	237	26	94	136	54	13	27	FLORIDA
GEORGIA	1,420	234	2	210	22	1,186	49	29	315	11	176	250	326	22	-	8	GEORGIA
IDAHO	137	1	-	-	1	136	-	10	4	128	1	36	16	-	-	1	IDAHO
ILLINOIS	1,657	-	-	-	-	1,657	-	6	4	26	-73	196	1,177	167	7	1	ILLINOIS
INDIANA	831	-	-	-	-	831	-	18	1	96	-	371	312	17	-	66	INDIANA
IOWA	1,042	-	-	-	-	1,042	-	85	106	16	13	87	624	92	2	17	IOWA
KANSAS	510	3	-	-	1	507	-	36	109	53	5	52	120	100	-	26	KANSAS
KENTUCKY	536	5	-	-	5	531	-	10	50	161	152	159	126	13	1	-	KENTUCKY
LOUISIANA	873	22	-	-	17	851	-	249	3	-	-	81	348	9	-	8	LOUISIANA
MAINE	397	-	-	-	-	397	-	5	188	3	82	23	54	-	20	22	MAINE
MARYLAND	187	-	-	-	-	187	-	-	2	3	45	67	51	8	1	10	MARYLAND
MASSACHUSETTS	120	-	-	-	-	120	-	-	-	-	54	17	33	1	2	9	MASSACHUSETTS
MICHIGAN	1,038	14	-	-	-	1,024	-	42	27	44	16	197	576	38	-	84	MICHIGAN
MINNESOTA	1,288	-	-	-	-	1,288	-	96	43	447	-	147	438	25	13	19	MINNESOTA
MISSISSIPPI	480	3	-	-	3	477	-	59	71	61	2	69	134	16	-	5	MISSISSIPPI
MISSOURI	894	-	-	-	-	894	3	158	74	198	18	52	340	18	-	23	MISSOURI
MONTANA	134	4	-	-	3	130	-	26	24	93	-	26	16	-	-	5	MONTANA
NEBRASKA	376	3	-	-	3	373	-	95	30	43	-	43	107	49	-	6	NEBRASKA
NEVADA	66	1	-	-	1	65	-	-	-	39	4	10	7	-	-	4	NEVADA
NEW HAMPSHIRE	213	-	-	-	-	213	-	-	108	5	26	29	43	2	-	-	NEW HAMPSHIRE
NEW JERSEY	378	-	-	-	-	378	-	-	7	-	3	83	263	1	6	15	NEW JERSEY
NEW MEXICO	223	8	-	-	7	215	-	34	7	100	21	14	27	-	-	12	NEW MEXICO
NEW YORK	874	-	-	-	-	874	-	-	7	4	63	364	226	65	72	73	NEW YORK
NORTH CAROLINA 4/	2,100	183	-	29	154	1,917	328	125	440	67	13	543	374	4	-	23	NORTH CAROLINA 4/
NORTH DAKOTA	199	13	-	-	13	186	-	62	9	68	-	23	22	4	-	-	NORTH DAKOTA
OHIO	2,304	-	-	-	-	2,304	-	25	79	295	116	784	350	458	16	181	OHIO
OKLAHOMA	505	6	-	-	6	499	-	50	21	75	1	75	210	37	-	30	OKLAHOMA
OREGON	360	-	-	-	-	360	-	19	69	75	32	143	91	-	-	6	OREGON
PENNSYLVANIA	2,859	73	11	13	49	2,786	1	29	574	-	373	755	765	168	23	98	PENNSYLVANIA
RHODE ISLAND	112	2	-	-	2	110	-	3	12	1	33	41	18	-	-	2	RHODE ISLAND
SOUTH CAROLINA	949	194	-	173	21	735	18	-	251	71	-	174	151	7	-	63	SOUTH CAROLINA
SOUTH DAKOTA	208	3	-	-	3	205	-	35	15	83	-	3	68	1	-	-	SOUTH DAKOTA
TENNESSEE	340	2	-	-	2	338	-	10	18	34	13	110	146	4	2	1	TENNESSEE
TEXAS	1,722	14	-	3	11	1,708	1	14	499	5/	138	269	526	101	-	-	TEXAS
UTAH	563	12	-	-	12	551	-	24	24	248	2	69	79	-	-	35	UTAH
VERMONT	160	-	-	-	-	160	-	-	23	45	86	94	74	-	1	-	VERMONT
VIRGINIA	277	-	-	-	-	277	-	-	23	-	-	7	50	8	4	12	VIRGINIA
WASHINGTON	422	3	-	-	3	419	-	7	23	36	51	79	135	9	2	27	WASHINGTON
WEST VIRGINIA	428	7	-	-	7	421	-	4	44	25	38	109	140	47	-	4	WEST VIRGINIA
WISCONSIN	1,161	-	-	-	-	1,161	-	5	8	6/	15	7/	655	33	2	26	WISCONSIN
WYOMING	120	3	-	-	3	117	-	2	6	78	-	21	10	-	-	-	WYOMING
DISTRICT OF COLUMBIA 8/	124	-	-	-	-	124	-	-	-	-	3	82	38	-	1	-	DISTRICT OF COLUMBIA 8/
TOTAL	33,046	835	15	465	355	32,211	426	1,597	4,132	3,796	1,977	6,735	10,542	1,597	190	1,159	TOTAL

1/ INCLUDES CONNECTING STREETS NOT UNDER STATE CONTROL.

2/ A PRIMITIVE ROAD IS DEFINED AS AN UNIMPROVED ROUTE ON WHICH THERE IS NO PUBLIC MAINTENANCE, BUT WHICH IS USABLE BY 4-WHEEL VEHICLES AND PUBLICLY TRAVELED BY SMALL NUMBERS OF VEHICLES.

3/ A DUAL-TYPE ROAD IS DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET.

4/ INCLUDES 17 MILES OF MIXED BITUMINOUS RESURFACING OF OLD CONCRETE PAVEMENT.
5/ INCLUDES ONE MILE OF BITUMINOUS CONCRETE RESURFACING OF OLD CONCRETE PAVEMENT.
6/ INCLUDES ONLY THAT PORTION OF THE DISTRICT OF COLUMBIA HIGHWAY SYSTEM WHICH FORMS CONNECTIONS OF MARYLAND AND VIRGINIA STATE ROUTES.

5/ INCLUDES SOME MILEAGE OF BITUMINOUS SURFACE-TREATED, MIXED BITUMINOUS, BITUMINOUS PENETRATION, AND BITUMINOUS CONCRETE ROADS, AS COMPLETE SEGREGATION OF BITUMINOUS SURFACE TYPE INFORMATION WAS NOT AVAILABLE.

6/ INCLUDES 17 MILES OF MIXED BITUMINOUS RESURFACING OF OLD CONCRETE PAVEMENT.

7/ INCLUDES ONE MILE OF BITUMINOUS CONCRETE RESURFACING OF OLD CONCRETE PAVEMENT.

8/ INCLUDES ONLY THAT PORTION OF THE DISTRICT OF COLUMBIA HIGHWAY SYSTEM WHICH FORMS CONNECTIONS OF MARYLAND AND VIRGINIA STATE ROUTES.

PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY		STATE HIGHWAY MILEAGE - 1946															TABLE SH-5, 1946 ISSUED SEPTEMBER, 1947			
EXISTING MILEAGE OF PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS		CLASSIFIED BY WIDTH \downarrow															COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES			
STATE	TOTAL EXISTING MILEAGE	MILEAGE CLASSIFIED BY WIDTH IN FEET															STATE	60 AND OVER		
		NOT CLASSI- FIED	UNDER 12	12 AND LESS THAN 16	16 AND LESS THAN 18	18 AND LESS THAN 20	20 AND LESS THAN 22	22 AND LESS THAN 23	23 AND LESS THAN 27	27 AND LESS THAN 30	30 AND LESS THAN 33	33 AND LESS THAN 34	34 AND LESS THAN 36	36 AND LESS THAN 40	40 AND LESS THAN 44	44 AND LESS THAN 45			45 AND LESS THAN 50	50 AND LESS THAN 55	55 AND LESS THAN 60
ALABAMA	6,722	-	72	156	138	808	4,456	501	309	159	24	-	1	1	18	17	-	4	-	2
ARIZONA	9,389	-	123	139	100	473	1,207	679	599	301	111	-	2	18	13	16	2	-	9	4
ARKANSAS	9,318	-	-	323	635	4,539	2,166	993	559	7	15	-	-	3	3	5	-	-	1	-
CALIFORNIA	4,015	-	-	27	92	294	2,185	510	161	16	301	17	-	30	37	135	11	83	34	9
COLORADO	3,755	-	3	15	20	711	2,295	440	117	146	75	-	-	-	-	9	4	3	10	6
CONNECTICUT	2,491	-	-	182	100	313	1,915	652	174	35	9	-	2	9	15	26	4	23	49	-
DELAWARE	1,009	-	-	10	221	116	1,132	132	48	6	-	1	-	2	2	2	22	10	1	-
FLORIDA	7,691	-	20	418	870	1,335	3,107	1,258	310	56	251	14	-	5	17	8	10	1	1	6
GEORGIA	12,862	-	250	653	719	3,191	5,827	634	726	136	573	-	56	32	31	1	18	-	5	5
IDAHO	4,975	-	496	403	283	1,613	1,279	486	274	34	22	-	4	4	12	1	1	3	-	-
ILLINOIS	10,224	-	7	122	603	7,188	1,522	651	165	30	91	1	6	13	296	56	28	2	-	-
INDIANA	9,549	-	12	122	603	4,423	2,598	1,111	287	30	91	-	4	26	121	110	35	3	5	-
IOWA	8,674	-	-	4	81	4,397	1,582	756	1,395	333	89	15	14	-	3	2	3	-	-	-
KANSAS	9,389	-	285	450	87	846	640	1,181	3,702	2,025	535	-	4	49	26	4	-	3	1	-
KENTUCKY	9,848	-	2	205	2,320	5,637	1,080	224	37	9	20	7	3	2	39	12	-	-	1	-
LOUISIANA	3,817	-	-	64	64	2,948	381	105	34	6	13	-	-	7	25	6	5	-	4	-
MAINE	2,797	-	43	76	379	1,602	533	101	8	17	30	-	-	1	2	-	4	-	-	-
MARYLAND	4,403	-	79	700	1,443	558	740	288	323	29	52	3	6	15	98	7	45	5	1	-
MASSACHUSETTS	1,807	-	-	111	5	306	222	31	500	29	341	11	20	45	126	1	14	6	3	11
MICHIGAN	8,437	-	157	91	557	1,609	5,019	393	57	26	159	5	-	2	61	238	33	13	2	4
MINNESOTA	9,939	-	-	18	98	732	2,567	708	4,580	546	318	-	47	263	14	14	19	5	2	8
MISSISSIPPI	3,617	-	13	22	154	350	2,879	48	69	22	34	-	-	8	15	-	-	-	2	-
MISSOURI	7,372	-	-	-	-	1,492	2,314	182	4,164	21	41	-	-	5	131	1	3	1	2	2
MONTANA	5,616	-	-	218	88	97	862	674	906	93	93	19	12	2	1	-	-	-	1	-
NEBRASKA	8,813	-	-	-	23	199	2,738	168	4,775	855	18	-	1	4	21	7	1	-	1	-
NEVADA	2,159	-	-	-	21	361	1,262	237	257	-	3	-	-	-	-	-	12	-	2	-
NEW HAMPSHIRE	1,513	-	-	10	40	492	692	53	207	-	18	-	-	2	5	15	15	50	4	-
NEW JERSEY	1,319	-	1	-	4	39	734	19	24	30	124	-	-	-	-	-	-	-	-	-
NEW MEXICO	9,735	-	284	613	754	800	4,261	1,172	1,366	228	213	5	-	-	16	-	66	26	1	1
NEW YORK	14,219	-	1,483	596	1,671	3,828	3,876	679	425	240	768	45	46	63	298	75	26	4	31	1
NORTH CAROLINA	10,342	-	3	213	1,220	4,414	3,281	749	166	25	116	45	38	11	30	13	-	17	-	-
NORTH DAKOTA	6,849	-	27	25	50	2,515	2,553	1,070	582	2	23	-	-	-	1	-	-	-	-	-
OHIO	16,168	-	255	1,259	2,894	5,212	5,179	590	230	30	248	5	21	28	125	29	40	19	3	1
OKLAHOMA	9,653	-	-	16	127	1,532	3,182	2,529	1,403	110	507	-	12	100	1	13	1	1	1	-
OREGON	4,470	-	-	972	588	2,075	1,174	520	183	10	3	-	-	3	2	13	-	2	-	-
PENNSYLVANIA	12,948	-	202	972	3,746	5,193	1,143	731	197	37	362	120	20	38	78	56	44	3	1	-
RHODE ISLAND	726	-	-	-	8	318	260	10	8	5	8	-	4	11	64	-	-	-	1	1
SOUTH CAROLINA	14,639	-	71	507	3,137	3,592	4,491	1,495	677	319	167	3	10	11	59	8	5	2	1	-
SOUTH DAKOTA	5,869	-	-	1	17	1,177	3,161	860	1,764	2	40	-	-	17	1	-	-	-	-	-
TENNESSEE	7,359	-	84	316	1,395	2,794	1,694	777	140	11	5	2	-	26	58	11	7	5	-	-
TEXAS	25,093	-	39	164	1,478	6,546	9,098	3,737	2,367	239	628	26	254	197	206	38	17	5	26	34
UTAH	4,864	-	289	888	523	1,221	1,032	510	341	15	12	-	-	-	14	7	9	-	-	-
VERMONT	1,749	-	9	15	51	1,039	581	13	38	-	3	-	-	-	-	-	-	-	-	-
VIRGINIA	9,046	-	-	-	1,444	2,890	3,379	427	44	161	329	16	23	19	254	35	11	4	-	-
WASHINGTON	3,970	-	193	144	68	946	2,061	337	15	8	3	1	-	13	79	35	15	1	1	-
WEST VIRGINIA	4,501	-	-	48	151	1,061	2,513	498	118	52	2	3	4	3	3	1	1	-	-	-
WISCONSIN	9,231	-	-	-	199	1,216	3,433	1,129	2,664	140	315	5	18	47	57	5	3	-	-	-
WYOMING	4,252	-	-	40	28	379	1,773	916	797	163	107	34	-	1	1	-	10	-	-	-
TOTAL	342,071	123	4,753	10,551	29,743	94,774	102,941	31,038	38,112	6,639	7,057	407	714	1,208	3,088	706	617	273	95	242

1/ WIDTH OF THE TRAVELED WAY FOR PRIMITIVE OR UNIMPROVED ROADS, SHOULDERS TO SHOULDER WIDTH FOR GRADED AND GRAINED ROADS.

2/ WIDTH OF THE SURFACED ROADWAY FOR ALL TYPES OF SURFACED ROADS.

1/ WIDTH OF THE TRAVELED WAY FOR PRIMITIVE OR UNIMPROVED ROADS, SHOULDER TO SHOULDER WIDTH FOR GRADED AND GRAINED ROADS.
AND WIDTH OF THE SURFACED ROADWAY FOR ALL TYPES OF SURFACED ROADS.

EXISTING MILEAGE OF URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS \downarrow
STATE HIGHWAY MILEAGE - 1946
CLASSIFIED BY WIDTH $\frac{2}{2}$

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

GRADED AND DRAINED HIGHWAYS, AND WIDTH OF THE SURFACED WAY, FOR ALL TYPES OF SURFACED HIGHWAYS.

1. LIVES OF THE SAINTS BY JOHN GAY, 1724. 12mo. 10s. 6d.

TABLE SM-8, 1946
ISSUED SEPTEMBER 1947

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CONCRETE; K, BRICK; L, BLOCK; AND M, DUAL TYPE (DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET).

1/ SURFACE TYPES INDICATED BY SYMBOLS IN THESE COLUMNS ARE AS FOLLOWS: 0, SOIL SURFACED; E, GRAVEL OR STONE; F, BITUMINOUS SURFACE-TREATED; G, MIXED BITUMINOUS; H, BITUMINOUS PENETRATION; I, BITUMINOUS CONCRETE AND SHEET ASPHALT; J, ASPHALT CONCRETE AND CEMENT

STATE HIGHWAY MILEAGE - 1946

EXISTING SURFACED MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL

CLASSIFIED BY WIDTH AND TYPE OF SURFACE

PUBLIC ROAD ADMINISTRATION
FEDERAL WORKS AGENCY

TABLE SM-9, 1946
ISSUED SEPTEMBER 1947

[illegible]

STATE HIGHWAY MILEAGE - 1946
EXISTING SURFACED MILEAGE OF URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS
 CLASSIFIED BY WIDTH AND TYPE OF SURFACE

TABLE SH-10, 1946
 1946 SEPTEMBER 1946

STATE HIGHWAY MILEAGE - 1946																																			
EXISTING SURFACED MILEAGE OF URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS																																			
CLASSIFIED BY WIDTH AND TYPE OF SURFACE																																			
TABLE SHOWING MILEAGE OF SURFACED MILEAGE OF STATE HIGHWAY SYSTEMS CLASSIFIED BY WIDTH AND TYPE OF SURFACE																																			
STATE	TOTAL SURFACED MILEAGE	NOT CLASSIFIED	LESS THAN 55 FEET										55 FEET AND LESS THAN 55 FEET										55 FEET AND OVER												
			TYPE OF SURFACE										TOTAL	TYPE OF SURFACE										TOTAL	TYPE OF SURFACE										
			D	E	F	G	H	I	J	K	L	M		D	E	F	G	H	I	J	K	L	M		D	E	F	G	H	I	J	K	L	M	
ALABAMA	597		140	17	264	57	52	62	2	19	1	1	44	4	4	3	15	2	3	3	4	1	3	26	1	1	1	1	1	1	1	1	1	1	
ALASKA	66		24	1	1	1	1	1	1	1	1	1	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
ARIZONA	404		285	55	97	24	137	45	1	17	6	1	71	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
CALIFORNIA	1,088		560	7	53	62	45	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
COLORADO	395		165	21	100	150	4	111	1	1	1	1	50	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
CONNECTICUT	150		91	12	12	12	12	12	12	12	12	12	27	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
DELAWARE	361		54.3	3	419	47	66	24	1	1	1	1	155	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
FLORIDA	1,186		912	69	267	394	274	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
GEORGIA	1,140		140	10	114	6	114	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
ILLINOIS	1,457		915	5	21	34	712	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
INDIANA	881		348	1	28	73	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
IOWA	1,142		112	85	156	31	476	19	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
KANSAS	507		211	25	110	3	62	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
KENTUCKY	51		24	14	14	14	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
LOUISIANA	851		659	243	3	158	253	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
MAINE	397		259	4	170	12	15	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
MARYLAND	130		130	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
MASSACHUSETTS	1,026		486	40	67	62	317	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
MINNESOTA	1,388		863	61	376	37	165	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
MISSISSIPPI	477		361	58	110	41	167	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
MISSOURI	894		767	161	272	70	244	20	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
MONTANA	130		122	19	92	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
NEBRASKA	373		231	81	45	15	76	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
NEVADA	265		138	1	20	31	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
NEW HAMPSHIRE	513		138	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
NEW JERSEY	315		130	16	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
NEW MEXICO	874		110	8	58	33	15	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
NEW YORK	1,917		1,229	269	457	228	273	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
NORTH CAROLINA	186		132	51	67	8	13	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
NORTH DAKOTA	3,324		222	25	309	313	156	119	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1						

1. INCLUDES CONNECTING STREETS NOT UNDER STATE CONTROL.

2. SURFACE TYPES INDICATED BY SYMBOLS IN THESE COLUMNS ARE AS FOLLOWS: D, SOIL-IMPAVED; E, GRAVEL OR STONE; F, BITUMINOUS SURFACE-TREATED; G, MIXED BITUMINOUS; H, BITUMINOUS PENETRATION; I, BITUMINOUS COMPLETE AND SHEET ASPHALT; J, PORTLAND CEMENT CONCRETE; K, BRICK; L, BLOCK; AND M, DUAL-TYPE (DEFINED AS A ROAD THE HEAVING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AVERAGE WIDTH OF AT LEAST 8 FEET).

STATE HIGHWAY MILEAGE - 1946

DIVIDED HIGHWAY MILEAGE ON PRIMARY SYSTEMS OF RURAL STATE HIGHWAYS
CLASSIFIED BY WIDTH AND TYPE OF SURFACE $\frac{1}{2}$ TABLE SM-11, 1946
ISSUED SEPTEMBER 1947

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL	MILEAGE CLASSIFIED BY WIDTH IN FEET				MILEAGE CLASSIFIED BY TYPE OF SURFACE										STATE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
		UNDER 36	36 AND LESS THAN 45	45 AND LESS THAN 55	55 AND OVER	D	F	G	H	I	J	K	M																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					

$\frac{1}{2}$ A DIVIDED HIGHWAY IS DEFINED AS A ROAD ON WHICH OPPOSING STREAMS OF TRAFFIC ARE SEPARATED BY A DIVIDING STRIP. THE DIVIDING STRIP MAY BE A PLANTED AREA, CURB TRACKS, OR OTHER SEPARATING DEVICE. THE DISTINGUISHING FEATURE BEING THAT THE OPPOSING STREAMS OF TRAFFIC ARE PREVENTED FROM MIXING EXCEPT AT INTERVALS WHERE CROSSEVERES ARE PROVIDED. WIDTHS SHOWN ARE TOTALS FOR ALL SURFACED LANES AND DO NOT INCLUDE THE DIVIDING STRIPS.

$\frac{2}{2}$ A DUAL-TYPE ROAD IS DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET.

$\frac{2}{2}$ INCLUDES SOME URBAN MILEAGE, AS SEPARATION OF RURAL-URBAN DIVIDED HIGHWAY MILEAGE INFORMATION WAS NOT AVAILABLE.

$\frac{1}{2}$ NO DIVIDED HIGHWAY MILEAGE WAS REPORTED.

$\frac{2}{2}$ LESS THAN ONE MILE OF DIVIDED HIGHWAY MILEAGE WAS REPORTED.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

STATE HIGHWAY MILEAGE - 1946

DIVIDED HIGHWAY MILEAGE ON SECONDARY RURAL ROADS UNDER STATE CONTROL
CLASSIFIED BY WIDTH AND TYPE OF SURFACE ^{1/}TABLE SM-12, 1946
ISSUED SEPTEMBER 1947

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

STATE	TOTAL 2/	MILEAGE CLASSIFIED BY WIDTH IN FEET					MILEAGE CLASSIFIED BY TYPE OF SURFACE								STATE
		UNDER 36	36 AND LESS THAN 45	45 AND LESS THAN 55	55 AND OVER	E	F	G	H	I	J	M			
SECONDARY STATE HIGHWAYS															
CALIFORNIA	71	-	24	39	8	-	2	12	5	11	21	20	CALIFORNIA		
COLORADO	-	-	-	-	-	-	-	-	-	-	-	-	COLORADO		
LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL	- 3 3	- 1 1	- 2 2	- - -	- 1 1	- - -	- - -	- - -	- - -	- - -	- 2 2	- - -	LOUISIANA: SECONDARY FARM-TO-MARKET TOTAL		
MAINE	-	-	-	-	-	-	-	-	-	-	-	-	MAINE		
MISSISSIPPI	-	-	-	-	-	-	-	-	-	-	-	-	MISSISSIPPI		
MISSOURI	3	-	3	-	-	-	-	-	-	-	3	-	MISSOURI		
MONTANA: SECONDARY STATE-AID TOTAL	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	MONTANA: SECONDARY STATE-AID TOTAL		
NEVADA	-	-	-	-	-	-	-	-	-	-	-	-	NEVADA		
NEW HAMPSHIRE	-	-	-	-	-	-	-	-	-	-	-	-	NEW HAMPSHIRE		
NEW JERSEY	-	-	-	-	-	-	-	-	-	-	-	-	NEW JERSEY		
OREGON	-	-	-	-	-	-	-	-	-	-	-	-	OREGON		
PENNSYLVANIA	3	1	-	2	-	-	-	-	2	-	1	-	PENNSYLVANIA		
RHODE ISLAND	-	-	-	-	-	-	-	-	-	-	-	-	RHODE ISLAND		
WASHINGTON	-	-	-	-	-	-	-	-	-	-	-	-	WASHINGTON		
TOTAL	80	2	27	43	8	1	2	12	7	11	27	20	TOTAL		
COUNTY ROADS UNDER STATE CONTROL															
DELAWARE	-	-	-	-	-	-	-	-	-	-	-	-	DELAWARE		
NEVADA	-	-	-	-	-	-	-	-	-	-	-	-	NEVADA		
NORTH CAROLINA	1	-	1	-	-	-	-	-	-	1	-	-	NORTH CAROLINA		
VIRGINIA	-	-	-	-	-	-	-	-	-	-	-	-	VIRGINIA		
WEST VIRGINIA	-	-	-	-	-	-	-	-	-	-	-	-	WEST VIRGINIA		
TOTAL	1	-	1	-	-	-	-	-	-	1	-	-	TOTAL		
ALL SECONDARY ROADS UNDER STATE CONTROL															
GRAND TOTAL	81	2	28	43	8	1	2	12	7	12	27	20	GRAND TOTAL		

^{1/} A DIVIDED HIGHWAY IS DEFINED AS A ROAD ON WHICH OPPOSING STREAMS OF TRAFFIC ARE SEPARATED BY A DIVIDING STRIP. THE DIVIDING STRIP MAY BE A PLANTED AREA, CAR TRACKS, OR OTHER SEPARATING DEVICE, THE DISTINGUISHING FEATURE BEING THAT THE OPPOSING STREAMS OF TRAFFIC ARE PREVENTED FROM MINGLING EXCEPT AT INTERVALS WHERE CROSSEOVERS ARE PROVIDED. WIDTHS SHOWN ARE TOTALS FOR ALL SURFACED LANES AND DO NOT INCLUDE THE DIVIDING STRIPS.

^{2/} DIVIDED HIGHWAY MILEAGES WERE REPORTED ONLY FOR CALIFORNIA, LOUISIANA, MISSOURI, PENNSYLVANIA AND NORTH CAROLINA.

^{3/} A DUAL-TYPE ROAD IS DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET.

STATE HIGHWAY MILEAGE - 1946

DIVIDED HIGHWAY MILEAGE ON URBAN EXTENSIONS OF STATE HIGHWAY SYSTEMS

CLASSIFIED BY WIDTH AND TYPE OF SURFACE ^{1/}

COMPILED FOR END OF CALENDAR YEAR FROM REPORTS OF STATE AUTHORITIES

TABLE SH-13, 1946
ISSUED SEPTEMBER 1947

STATE	TOTAL 2/	MILEAGE CLASSIFIED BY WIDTH IN FEET				MILEAGE CLASSIFIED BY TYPE OF SURFACE										STATE
		UNDER 36	36 AND LESS THAN 45	45 AND LESS THAN 55	55 AND OVER	E	F	G	H	I	J	K	L	M		
ALABAMA	17	2	10	2	3	-	-	3	1	5	8	-	-	-	ALABAMA	
ARIZONA	1	-	-	-	1	-	-	-	1	-	-	-	-	-	ARIZONA	
ARKANSAS	5	-	1	1	3	-	-	-	-	2	1	-	-	2	ARKANSAS	
CALIFORNIA	115	-	19	29	68	-	-	4	7	33	23	-	-	49	CALIFORNIA	
COLORADO	9	-	1	-	8	-	-	2	-	4	3	-	-	-	COLORADO	
CONNECTICUT	25	-	2	14	9	-	-	-	-	2	21	-	-	-	CONNECTICUT	
DELAWARE 3/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	DELAWARE 3/	
FLORIDA	28	3	13	5	7	1	5	3	-	2	12	2	-	3	FLORIDA	
GEORGIA	17	4	6	2	5	-	3	1	1	5	3	4	-	-	GEORGIA	
IDAHO 5/	-	-	-	-	-	-	-	-	-	22	40	-	-	-	IDAHO 5/	
ILLINOIS	65	-	28	10	27	-	-	1	-	-	7	1	1	-	ILLINOIS	
INDIANA	9	-	5	1	2	-	-	-	-	1	1	-	-	-	INDIANA	
IOWA	5	1	3	1	-	-	-	-	-	1	3	1	-	-	IOWA	
KANSAS	2	-	2	-	-	-	-	-	-	-	-	2	-	-	KANSAS	
KENTUCKY	3	-	-	3	-	-	-	1	-	-	2	-	-	-	KENTUCKY	
LOUISIANA	45	3	17	5	18	1	-	-	-	23	16	-	-	3	LOUISIANA	
MAINE 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MAINE 6/	
MARYLAND	3	-	1	1	1	-	-	-	-	-	2	-	-	-	MARYLAND	
MASSACHUSETTS	23	-	1	2	20	-	-	-	-	7	11	-	-	1	MASSACHUSETTS	
MICHIGAN	55	-	19	8	28	-	-	-	-	3	43	-	-	8	MICHIGAN	
MINNESOTA	42	1	14	11	16	1	1	6	-	10	20	-	-	4	MINNESOTA	
MISSISSIPPI	9	-	3	6	-	-	-	-	-	-	9	-	-	-	MISSISSIPPI	
MISSOURI	9	-	5	3	1	-	-	-	-	-	9	-	-	-	MISSOURI	
MONTANA 5/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MONTANA 5/	
NEBRASKA	4	1	2	1	-	-	-	-	-	2	1	1	-	-	NEBRASKA	
NEVADA 5/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEVADA 5/	
NEW HAMPSHIRE 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NEW HAMPSHIRE 6/	
NEW JERSEY	76	-	20	16	40	-	-	-	-	7	65	-	-	4	NEW JERSEY	
NEW MEXICO	1	-	-	1	-	-	-	-	-	-	1	-	-	-	NEW MEXICO	
NEW YORK	145	-	17	31	97	-	-	-	3	32	88	-	-	10	NEW YORK	
NORTH CAROLINA	13	1	10	1	1	1	1	-	-	8	3	2	10	-	NORTH CAROLINA	
NORTH DAKOTA 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NORTH DAKOTA 6/	
OHIO	47	-	13	13	16	-	-	1	-	17	22	5	-	2	OHIO	
OKLAHOMA	6	-	4	1	1	-	-	-	-	2	3	1	-	-	OKLAHOMA	
OREGON	1	-	-	1	-	-	-	-	-	-	3	-	-	-	OREGON	
PENNSYLVANIA	41	1	6	18	12	-	-	-	1	16	16	-	-	8	PENNSYLVANIA	
RHODE ISLAND	2	-	-	1	1	-	-	-	1	1	-	-	-	-	RHODE ISLAND	
SOUTH CAROLINA	2	-	1	-	1	-	-	-	-	-	-	1	-	-	SOUTH CAROLINA	
SOUTH DAKOTA 6/	-	-	-	-	-	-	-	-	-	1	-	3	-	-	SOUTH DAKOTA 6/	
TENNESSEE	4	-	-	1	3	-	-	-	-	-	-	-	-	-	TENNESSEE	
TEXAS	10	-	8	-	2	-	2	-	1	2	5	-	-	-	TEXAS	
UTAH	2	-	2	-	-	-	-	-	-	-	2	-	-	-	UTAH	
VERMONT 6/	22	2	12	7	1	-	3	-	-	9	-	-	-	4	VERMONT 6/	
VIRGINIA	-	-	-	-	-	-	-	-	1	-	-	-	-	-	VIRGINIA	
WASHINGTON	6	-	3	1	2	-	-	-	-	-	3	-	-	3	WASHINGTON	
WEST VIRGINIA	14	-	2	2	3	-	-	-	-	1	13	-	-	-	WEST VIRGINIA	
WISCONSIN	15	1	4	5	5	-	-	-	2	4	8	1	-	-	WISCONSIN	
WYOMING	1	-	-	-	-	-	-	1	-	-	-	-	-	-	WYOMING	
DISTRICT OF COLUMBIA 6/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	DISTRICT OF COLUMBIA 6/	
TOTAL	898	20	257	210	411	4	15	23	23	222	473	21	11	106	TOTAL	

^{1/} A DIVIDED HIGHWAY IS DEFINED AS A ROAD ON WHICH OPPOSING STREAMS OF TRAFFIC ARE SEPARATED BY A DIVIDING STRIP. THE DIVIDING STRIP MAY BE A PLANTED AREA, CAR TRACK, OR OTHER SEPARATING DEVICE. THE DISTINGUISHING FEATURE BEING THAT THE OPPOSING STREAMS OF TRAFFIC ARE PREVENTED FROM MIXING EXCEPT AT INTERVALS WHERE CROSSEOVERS ARE PROVIDED. WIDTHS SHOWN ARE TOTALS FOR ALL SURFACED LANES AND DO NOT INCLUDE THE DIVIDING STRIPS.

^{2/} INCLUDES CONNECTING STREETS NOT UNDER STATE CONTROL.

^{3/} A DUAL-TYPE ROAD IS DEFINED AS A ROAD THE WEARING SURFACE OF WHICH CONSISTS OF TWO INDIVIDUAL TYPES, EACH OF WHICH HAS AN AGGREGATE WIDTH OF AT LEAST 8 FEET.

^{4/} INCLUDED WITH PRIMARY MILEAGE, AS SEGREGATION OF RURAL-UPRAN DIVIDED HIGHWAY MILEAGE INFORMATION WAS NOT AVAILABLE.

^{5/} LESS THAN ONE MILE OF DIVIDED HIGHWAY MILEAGE WAS REPORTED.

^{6/} NO DIVIDED HIGHWAY MILEAGE WAS REPORTED.

EXISTING RURAL ROAD MILEAGE IN THE UNITED STATES AT THE END OF 1945 CLASSIFIED BY SYSTEM

THIS TABLE REPLACES TABLE RM-101
ISSUED FOR PRIOR YEARS.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

TABLE RM-1, 1945
ISSUED MARCH 1947

STATE	TOTAL RURAL MILEAGE	UNDER STATE CONTROL					UNDER LOCAL CONTROL					STATE	
		TOTAL	STATE PRIMARY SYSTEMS	STATE SECONDARY SYSTEMS	COUNTY ROADS UNDER STATE CONTROL	OTHER STATE ROADS	UNDER COUNTY CONTROL			TOWN AND LOCAL ROADS	OTHER LOCAL ROADS		UNDER FEDERAL CONTROL: NATIONAL PARKS, FORESTS, RESERVA- TIONS, ETC.
							TOTAL	PRINCIPAL COUNTY ROADS	SECONDARY COUNTY ROADS					UNSEGRE- GATED
ALABAMA	59,831	6,388	6,388	-	-	-	53,125	-	-	53,125	-	318	
ARIZONA	29,110	3,771	3,771	-	-	10	15,543	-	-	15,543	-	9,796	
ARKANSAS	55,344	9,435	9,435	-	-	-	45,909	-	-	45,909	-	10,300	
CALIFORNIA	97,942	12,705	4,020	8,684	-	61	76,937	-	-	58,182	16,755	-	
COLORADO	75,769	11,854	3,788	8,066	-	-	63,127	-	-	36,696	26,431	-	
CONNECTICUT	10,918	2,462	2,462	-	-	186	8,250	-	-	-	-	788	
DELAWARE	3,754	3,754	1,009	-	2,745	-	-	-	-	-	-	-	
FLORIDA	38,213	7,657	7,657	-	-	13	29,437	-	-	29,437	-	1,126	
GEORGIA	98,128	12,416	4,972	-	-	-	85,712	-	-	85,712	-	-	
IDAHO	36,015	4,972	4,972	-	-	-	21,847	-	-	15,215	-	6,196	
ILLINOIS	104,440	10,199	10,199	-	-	-	94,241	8/ 18,383	-	75,858	-	-	
INDIANA	81,576	9,516	9,516	-	-	-	72,060	-	-	72,060	-	-	
IOWA	101,557	8,768	8,663	-	-	105	92,789	13,774	79,015	-	-	15	
KANSAS	129,462	9,373	9,373	-	-	-	120,074	18,305	-	101,769	-	819	
KENTUCKY	58,349	9,729	9,729	-	-	-	47,603	-	-	47,603	-	-	
LOUISIANA	37,004	17,632	3,817	9/ 13,815	-	-	13,372	-	-	18,719	653	-	
MAINE	20,606	8,974	2,763	8/ 6,191	-	20	11,536	-	-	11,536	-	96	
MARYLAND	16,809	4,413	4,392	-	-	21	12,311	-	-	12,311	-	85	
MASSACHUSETTS	17,312	1,796	1,796	-	-	-	15,516	-	-	15,516	-	-	
MICHIGAN	92,968	8,433	8,433	-	-	-	84,535	-	-	84,535	-	-	
MINNESOTA	109,615	13,807	9,954	-	-	853	97,657	8/ 15,020	25,807	-	-	1,151	
MISSISSIPPI	61,118	6,076	3,617	2,383	-	76	54,013	-	-	54,013	-	1,029	
MISSOURI	116,838	15,439	7,869	7,570	-	-	100,629	-	-	100,629	-	770	
MONTANA	69,707	8,242	5,722	11/ 2,520	-	-	56,257	-	-	56,257	-	5,208	
NEBRASKA	100,650	8,893	8,860	-	-	33	91,478	-	-	67,477	24,001	259	
NEVADA	23,759	5,530	2,164	3,347	19	-	18,229	-	-	18,229	-	-	
NEW HAMPSHIRE	12,491	3,537	1,513	2,024	-	-	9,846	-	-	9,846	-	108	
NEW JERSEY	18,341	1,754	1,315	12/ 439	-	-	16,587	-	-	13/ 16,587	-	-	
NEW MEXICO	81,916	9,372	9,358	-	-	14	48,671	-	-	48,671	-	3,873	
NEW YORK	80,965	14,198	14,198	-	-	-	66,767	-	-	17,043	49,724	-	
NORTH CAROLINA	60,655	59,386	10,295	-	49,051	40	107,347	-	-	23,852	83,495	1,269	
NORTH DAKOTA	114,657	6,896	6,896	-	-	-	23,852	-	-	23,852	-	414	
OHIO	85,830	16,155	16,155	-	-	-	69,675	-	-	28,737	40,938	-	
OKLAHOMA	100,445	9,512	4,465	-	-	47	89,708	-	-	89,708	-	1,225	
OREGON	33,570	3,462	2,267	4,461	-	734	33,441	-	-	33,441	-	12,667	
PENNSYLVANIA	86,535	38,593	12,935	25,063	-	595	47,862	-	-	826	47,036	80	
RHODE ISLAND	2,513	772	720	12/ 52	-	-	1,741	-	-	-	1,741	-	
SOUTH CAROLINA	45,835	12,929	12,929	-	-	-	32,906	-	-	32,906	-	-	
SOUTH DAKOTA	98,673	6,087	5,869	-	-	218	40,536	14/ 20,271	-	51,103	-	947	
TENNESSEE	64,988	7,632	7,294	-	-	338	56,821	-	-	56,821	-	535	
TEXAS	196,230	24,656	24,656	-	-	-	171,574	-	-	171,574	-	-	
UTAH	24,058	4,864	4,864	-	-	-	15,532	-	-	15,532	-	3,662	
VERMONT	13,485	1,819	1,748	-	-	71	11,644	8/ 2,487	-	9,151	6	22	
VIRGINIA	48,297	46,885	9,076	-	37,809	-	738	-	-	738	-	674	
WASHINGTON	50,082	6,050	3,973	2,077	-	-	39,917	-	-	39,917	-	4,115	
WEST VIRGINIA	34,217	32,797	4,503	-	28,294	-	1,085	-	-	1,085	-	335	
WISCONSIN	85,020	9,305	9,232	-	-	73	75,139	-	-	17,629	57,510	370	
WYOMING	26,794	4,080	4,080	-	-	-	20,604	-	-	20,604	-	2,110	
TOTAL	3,012,371	544,174	338,310	84,438	117,918	3,508	2,397,629	69,929	125,093	1,486,891	46,193	70,568	

1/ COMPILED FOR LATEST AVAILABLE YEAR FROM REPORTS OF STATE AUTHORITIES AND PLANNING SURVEY DATA. STATE HIGHWAY MILEAGE WAS COMPILED FROM STATE FEEDBACKS FOR CALENDAR YEAR 1945. LOCAL MILEAGES ARE FOR 1945 EXCEPT AS FOLLOWS: ALABAMA AND CALIFORNIA 1943, MONTANA 1944, NORTH DAKOTA 1941, AND WEST VIRGINIA 1939.

2/ STATE PARK, FOREST, INSTITUTIONAL, AND OTHER ROADS THAT ARE NOT PART OF THE STATE OR LOCAL HIGHWAY SYSTEMS. FOR MOST STATES, COMPILATION WAS MADE FROM PLANNING SURVEY RECORDS OF VARIOUS YEARS.

3/ INCLUDES HIGHWAY DISTRICT MILEAGE FOR IDAHO AND ILLINOIS AND COUNTY ROAD MILEAGE FOR NEW JERSEY.

4/ ROADS NOT ON COUNTY, TOWN, OR TOWNSHIP SYSTEMS. THE MILEAGES SHOWN IN THIS COLUMN FOR CALIFORNIA AND COLORADO HAVE NOT BEEN CLASSIFIED BY THE GOVERNMENT UNITS THAT ADMINISTER THEM.

5/ INCLUDES ONLY THE MILEAGE OF ROADS NOT FORMING A PART OF THE STATE OR LOCAL HIGHWAY SYSTEMS. FOR MOST STATES, COMPILATION WAS MADE FROM PLANNING SURVEY RECORDS OF VARIOUS YEARS.

6/ INCLUDES A SMALL AMOUNT OF UNSEGREGATED URBAN MILEAGE.

7/ COUNTY ROADS ARE UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT THREE COUNTIES), AND WEST VIRGINIA.

8/ STATE-AID SYSTEMS.

9/ INCLUDES 9,705 MILES DESIGNATED AS FARM-TO-MARKET SYSTEM.

10/ ESTIMATED BY STATE AUTHORITIES.

11/ INCLUDES 96 MILES OF STATE-AID ROADS.

12/ STATE FOREST, PARK, AND INSTITUTIONAL ROADS REPORTED WITH STATE HIGHWAY SYSTEM MILEAGE.

13/ COUNTY ROADS ARE INCLUDED WITH TOWNSHIP ROADS, AS SEGREGATION WAS NOT AVAILABLE.

14/ UNORGANIZED TOWNSHIP ROADS UNDER COUNTY CONTROL; INCLUDED WITH TOWNSHIP ROADS IN TABLES OF PREVIOUS YEARS.

1/ COMPILED FOR LATEST AVAILABLE YEAR FROM REPORTS OF STATE AUTHORITIES AND PLANNING SURVEY DATA. STATE HIGHWAY MILEAGE WAS COMPILED FROM STATE REPORTS FOR CALENDAR YEAR 1945. LOCAL MILEAGES ARE FOR 1945 EXCEPT AS FOLLOWS: ALABAMA AND CALIFORNIA 1943, MONTANA 1944, NORTH DAKOTA 1941, AND WEST VIRGINIA 1939.

2/ STATE PARK, FOREST, INSTITUTIONAL, AND OTHER ROADS THAT ARE NOT PART OF THE STATE OR LOCAL HIGHWAY SYSTEMS. FOR MOST STATES, COMPILATION WAS MADE FROM PLANNING SURVEY RECORDS OF VARIOUS YEARS.

3/ INCLUDES HIGHWAY DISTRICT MILEAGE FOR IDAHO AND ILLINOIS AND COUNTY ROAD MILEAGE FOR NEW JERSEY.

4/ ROADS NOT ON COUNTY, TOWN, OR TOWNSHIP SYSTEMS. THE MILEAGES SHOWN IN THIS COLUMN FOR CALIFORNIA AND COLORADO HAVE NOT BEEN CLASSIFIED BY THE GOVERNMENT WHICH THAT ADMINISTERS THEM.

5/ INCLUDES ONLY THE MILEAGE OF ROADS NOT FORMING A PART OF THE STATE OR LOCAL HIGHWAY SYSTEMS. FOR MOST STATES, COMPILATION WAS MADE FROM PLANNING SURVEY RECORDS OF VARIOUS YEARS.

6/ INCLUDES A SMALL AMOUNT OF UNSEGRAEGATED URBAN MILEAGE.

7/ COUNTY ROADS ARE UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT THREE COUNTIES), AND WEST VIRGINIA.

8/ STATE-ALO SYSTEMS.

9/ INCLUDES 9,705 MILES DESIGNATED AS FARM-TO-MARKET SYSTEM.

10/ ESTIMATED BY STATE AUTHORITIES.

11/ INCLUDES 96 MILES OF STATE-ALO ROADS.

12/ STATE FOREST, PARK, AND INSTITUTIONAL ROADS REPORTED WITH STATE HIGHWAY SYSTEM MILEAGE.

13/ UNORGANIZED TOWNSHIP ROADS UNDER COUNTY CONTROL; INCLUDED WITH TOWNSHIP ROADS IN TABLES OF PREVIOUS YEARS.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

EXISTING RURAL ROAD MILEAGE IN THE UNITED STATES AT THE END OF 1945 ^{1/}

THIS TABLE REPLACES TABLE RM-102
ISSUED FOR PRIOR YEARS.

CLASSIFIED BY SYSTEM AND TYPE OF SURFACE

TABLE RM-2, 1945
ISSUED MARCH 1947

SYSTEM	TOTAL 1,000 MILES	NONSURFACED			SURFACED								
		TOTAL 1,000 MILES	PRIMITIVE AND UNIM- PROVED 1,000 MILES	GRADED AND DRAINED 1,000 MILES	TOTAL 1,000 MILES	LOW TYPE				TOTAL 1,000 MILES	HIGH TYPE		
						SOIL SURFACED 1,000 MILES	GRAVEL OR STONE 1,000 MILES	LOW- TYPE BITU- MINOUS 1,000 MILES	HIGH- TYPE BITU- MINOUS 1,000 MILES		PORTLAND CEMENT CONCRETE 1,000 MILES	BRICK AND BLOCK 1,000 MILES	QUAL- TYPE 1,000 MILES
UNDER STATE CONTROL:	1,000 MILES	1,000 MILES	1,000 MILES	1,000 MILES	1,000 MILES	1,000 MILES	1,000 MILES	1,000 MILES	1,000 MILES	1,000 MILES	1,000 MILES	1,000 MILES	1,000 MILES
STATE PRIMARY SYSTEMS	399	23	13	10	316	3	51	129	133	49	80	2	2
STATE SECONDARY SYSTEMS	84	13	4	9	71	3	32	25	11	9	2	-	-
COUNTY ROADS UNDER STATE CONTROL 2/	118	55	25	30	63	22	25	13	3	2	1	-	-
STATE PARKS, FORESTS, RESERVATIONS, ETC. 3/	3	2	-	2	1	-	1	-	-	-	-	-	-
TOTAL	544	93	42	51	451	28	109	167	147	60	83	2	2
UNDER LOCAL CONTROL:	1,682	957	561	396	725	53	540	94	38	27	10	1	-
COUNTY ROADS	670	368	159	209	302	16	247	32	7	5	2	-	-
TOWN AND TOWNSHIP ROADS	46	42	40	2	4	1	2	1	-	-	-	-	-
OTHER LOCAL ROADS	2,398	1,367	760	607	1,031	70	789	127	45	32	12	1	-
TOTAL	70	57	34	23	13	1	10	2	-	-	-	-	-
UNDER FEDERAL CONTROL:	3,012	1,517	836	681	1,495	99	908	296	192	94	95	3	2
NATIONAL PARKS, FORESTS, RESERVATIONS, ETC. 4/													
TOTAL RURAL ROADS IN THE UNITED STATES													

1/ COMPILED FOR LATEST AVAILABLE YEAR FROM REPORTS OF STATE AUTHORITIES AND PLANNING SURVEY DATA. STATE HIGHWAY MILEAGE WAS COMPILED FROM STATE REPORTS FOR CALENDAR YEAR 1945. LOCAL MILEAGES ARE FOR 1945 EXCEPT AS FOLLOWS: ALABAMA AND CALIFORNIA 1943, MONTANA 1946, NORTH DAKOTA 1941, AND WEST VIRGINIA 1939.

2/ COUNTY ROADS ARE UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT THREE COUNTIES), AND WEST VIRGINIA.

3/ STATE PARK, FOREST, INSTITUTIONAL, AND OTHER ROADS THAT ARE NOT PART OF THE STATE OR LOCAL HIGHWAY SYSTEMS. FOR MOST STATES, COMPILATION WAS MADE FROM PLANNING SURVEY RECORDS OF VARIOUS YEARS.

4/ INCLUDES ONLY THE MILEAGE OF ROADS NOT FORMING A PART OF THE STATE OR LOCAL HIGHWAY SYSTEMS. FOR MOST STATES, COMPILATION WAS MADE FROM PLANNING SURVEY RECORDS OF VARIOUS YEARS.

^{1/} COMPILED FOR LATEST AVAILABLE YEAR FROM REPORTS OF STATE AUTHORITIES AND PLANNING SURVEY DATA. STATE HIGHWAY MILEAGE WAS COMPILED FROM STATE REPORTS FOR CALENDAR YEAR 1945. LOCAL MILEAGES ARE FOR 1945 EXCEPT AS FOLLOWS: ALABAMA AND CALIFORNIA 1943, MONTANA 1944, NORTH DAKOTA 1941, AND WEST VIRGINIA 1939.

^{2/} COUNTY ROADS ARE UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT THREE COUNTIES), AND WEST VIRGINIA.

^{3/} STATE PARK, FOREST, INSTITUTIONAL, AND OTHER ROADS THAT ARE NOT PART OF THE STATE OR LOCAL HIGHWAY SYSTEMS. FOR MOST STATES, COMPILATION WAS MADE FROM PLANNING SURVEY RECORDS OF VARIOUS YEARS.

^{4/} INCLUDES ONLY THE MILEAGE OF ROADS NOT FORMING A PART OF THE STATE OR LOCAL HIGHWAY SYSTEMS. FOR MOST STATES, COMPILATION WAS MADE FROM PLANNING SURVEY RECORDS OF VARIOUS YEARS.

SUMMARY OF EXISTING RURAL ROAD MILEAGE IN THE UNITED STATES AT THE END OF 1945 ^{1/}

THIS TABLE REPLACES TABLE RM-103
ISSUED FOR PRIOR YEARS.

CLASSIFIED BY TYPE OF SURFACE

TABLE RM-3, 1945
ISSUED MARCH 1947

STATE	TOTAL	NONSURFACED MILEAGE				SURFACED MILEAGE										NOT CLASSIFIED BY TYPE	STATE
		TOTAL	PRIMITIVE AND UNSURFACED	GRADED AND DRAINED	TOTAL	SOIL SURFACED	GRAVEL OR STONE	LOW TYPE BITUMINOUS	HIGH TYPE BITUMINOUS	PORTLAND CEMENT CONCRETE	BRICK AND BLOCK	DUAL TYPE					
ALABAMA	2/ 59,831	19,825	12,190	7,635	40,006	11,262	22,412	4,968	644	716	3	1	-	ALABAMA			
ARIZONA	29,110	22,164	17,132	5,032	6,946	215	2,549	3,647	156	344	-	35	-	ARIZONA			
ARKANSAS	55,344	34,121	25,314	8,807	21,223	126	17,163	1,813	557	1,259	-	5	-	ARKANSAS			
CALIFORNIA	97,942	45,076	36,413	8,663	52,856	5,082	11,897	28,299	4,493	2,893	1	191	10	CALIFORNIA			
COLORADO	75,769	59,496	52,788	6,708	16,273	346	11,317	4,118	16	474	-	2	-	COLORADO			
CONNECTICUT	10,918	2,130	675	1,455	8,788	808	622	5,039	1,634	651	-	34	-	CONNECTICUT			
DELAWARE	3,754	818	73	745	2,936	989	203	853	130	635	-	126	-	DELAWARE			
FLORIDA	38,213	22,425	5,595	16,830	15,788	1,595	2,058	10,336	701	713	264	121	-	FLORIDA			
GEORGIA	2/ 98,128	69,002	14,685	54,317	29,126	18,104	1,911	3,602	3,415	2,076	14	4	-	GEORGIA			
IDAHO	36,015	19,681	13,473	6,208	16,334	501	12,021	3,577	165	64	-	6	-	IDAHO			
ILLINOIS	104,440	23,065	3,248	19,817	81,375	8,905	57,530	3,023	618	10,958	335	6	-	ILLINOIS			
INDIANA	81,576	10,303	4,566	5,737	71,273	103	51,734	10,473	4,157	4,654	88	64	-	INDIANA			
IOWA	101,557	43,129	2,557	40,572	58,428	346	51,310	1,221	4	5,516	31	-	-	IOWA			
KANSAS	129,462	93,321	14,081	79,240	36,141	213	28,141	5,990	210	1,460	120	7	-	KANSAS			
KENTUCKY	58,349	26,561	25,822	739	31,788	20	22,192	7,021	1,315	1,237	1	2	-	KENTUCKY			
LOUISIANA	37,004	15,999	2,926	13,073	21,005	-	16,753	230	1,671	2,335	1	15	-	LOUISIANA			
MAINE	20,606	3,674	1,189	2,485	16,932	327	9,559	6,308	549	186	-	3	-	MAINE			
MARYLAND	16,809	5,934	1,720	4,214	10,875	808	2,521	3,452	2,108	1,842	1	143	-	MARYLAND			
MASSACHUSETTS	17,312	1,176	693	483	16,136	393	10,730	2,052	2,549	344	3	65	-	MASSACHUSETTS			
MICHIGAN	92,968	25,610	15,287	10,323	67,358	2,277	49,217	8,560	2,435	4,797	-	72	-	MICHIGAN			
MINNESOTA	109,615	32,511	11,406	21,105	77,104	1,122	67,372	5,632	465	2,504	1	8	-	MINNESOTA			
MISSISSIPPI	61,118	28,097	22,521	4,576	33,021	1,898	26,901	1,420	812	1,915	3	72	-	MISSISSIPPI			
MISSOURI	116,838	62,833	17,113	45,720	54,005	838	44,483	4,069	406	3,962	8	239	-	MISSOURI			
MONTANA	69,707	52,432	44,040	8,392	17,275	-	12,111	5,132	4	27	-	1	-	MONTANA			
NEBRASKA	100,630	74,337	62,916	11,421	26,293	138	22,330	2,860	47	1,151	40	7	-	NEBRASKA			
NEVADA	23,759	19,515	17,603	1,912	4,244	21	1,156	3,021	35	2	-	9	-	NEVADA			
NEW HAMPSHIRE	12,491	4,117	1,913	2,204	8,374	-	3,873	4,051	199	251	-	-	-	NEW HAMPSHIRE			
NEW JERSEY	18,341	3,982	3,475	507	14,359	14	5,353	6,241	1,194	1,525	5	27	-	NEW JERSEY			
NEW MEXICO	61,916	53,585	48,242	5,343	8,331	-	4,192	3,811	279	49	-	-	-	NEW MEXICO			
NEW YORK	80,965	12,554	2/ 12,552	3/ 2	68,411	3,396	30,132	10,092	16,589	7,906	125	171	-	NEW YORK			
NORTH CAROLINA	60,655	26,054	4,561	21,493	34,601	14,670	8,692	6,489	1,867	2,833	35	15	-	NORTH CAROLINA			
NORTH DAKOTA	114,657	90,451	69,242	21,209	24,206	-	22,348	1,834	1	23	-	-	-	NORTH DAKOTA			
OHIO	85,830	11,267	5,296	5,971	74,563	1,353	39,980	22,181	7,673	2,380	724	272	-	OHIO			
OKLAHOMA	100,445	82,562	16,794	65,768	17,883	661	10,574	2,939	1,376	2,283	37	13	-	OKLAHOMA			
OREGON	53,570	31,285	13,071	18,214	22,285	795	14,340	3,718	3,006	393	15	18	-	OREGON			
PENNSYLVANIA	86,535	38,772	4/ 365	4/ 38,407	47,763	193	10,898	18,956	11,199	5,931	244	342	-	PENNSYLVANIA			
RHODE ISLAND	2,513	368	293	75	2,145	30	770	744	414	151	-	36	-	RHODE ISLAND			
SOUTH CAROLINA	45,835	30,282	22,999	7,283	15,553	7,027	5	6,131	456	1,905	-	29	-	SOUTH CAROLINA			
SOUTH DAKOTA	98,673	72,317	38,528	33,789	26,356	-	23,520	2,519	4	313	-	-	-	SOUTH DAKOTA			
TENNESSEE	64,988	17,132	10,320	6,812	47,856	6	39,332	5,224	1,280	1,974	11	29	-	TENNESSEE			
TEXAS	196,230	126,046	97,612	28,434	70,184	2,670	35,921	18,100	6,814	5,996	410	273	-	TEXAS			
UTAH	24,058	15,497	8,735	6,762	8,287	-	5,016	2,848	191	209	-	23	-	UTAH			
VERMONT	13,485	5,668	1,926	3,742	7,817	-	6,109	1,326	90	292	-	-	-	VERMONT			
VIRGINIA	48,297	11,555	4,832	6,723	36,665	6,374	12,882	11,395	5,542	329	-	143	-	VIRGINIA			
WASHINGTON	50,082	20,300	9,785	10,515	29,782	6	19,355	6,309	2,308	1,755	17	32	-	WASHINGTON			
WEST VIRGINIA	34,217	18,527	16,694	1,833	15,690	1,843	5,266	5,266	1,549	1,206	84	4	-	WEST VIRGINIA			
WISCONSIN	85,020	10,486	1,947	8,539	74,534	3,421	51,448	5/ 14,734	576	4,326	-	29	-	WISCONSIN			
WYOMING	26,794	21,117	20,137	980	5,677	-	1,317	4,333	9	-	-	18	-	WYOMING			
TOTAL	3,012,371	1,517,159	836,345	680,814	1,494,851	98,896	908,288	295,677	91,912	94,745	2,621	2,712	361	TOTAL			

1/ COMPILED FOR LATEST AVAILABLE YEAR FROM REPORTS OF STATE AUTHORITIES AND PLANNING SURVEY DATA. STATE HIGHWAY MILEAGE WAS COMPILED FROM STATE REPORTS FOR CALENDAR YEAR 1945. LOCAL MILEAGE ARE FOR 1945 EXCEPT AS FOLLOWS: ALABAMA AND CALIFORNIA 1943, MONTANA 1944, NORTH DAKOTA 1941, AND WEST VIRGINIA 1939. MILEAGES OF ROADS IN STATE AND NATIONAL PARKS, FORESTS, AND RESERVATIONS WERE COMPILED CHIEFLY FROM PLANNING SURVEY RECORDS OF VARIOUS YEARS.

2/ INCLUDES SMALL AMOUNT OF UNSURFACED URBAN MILEAGE.

3/ UNIMPROVED MILEAGE INCLUDES A CONSIDERABLE AMOUNT OF GRADED AND DRAINED LOCAL POAD MILEAGE. SEGREGATION WAS NOT AVAILABLE.

4/ GRADED AND DRAINED MILEAGE INCLUDES SOME UNIMPROVED LOCAL ROAD MILEAGE. SEGREGATION WAS NOT AVAILABLE.

5/ INCLUDES 339 MILES OF MIXED BITUMINOUS RESURFACING OF OLD CONCRETE PAVEMENT.

^{1/} COMPILED FOR LATEST AVAILABLE YEAR FROM REPORTS OF STATE AUTHORITIES AND PLANNING SURVEY DATA. STATE HIGHWAY MILEAGE WAS COMPILED FROM STATE REPORTS FOR CALENDAR YEAR 1945. LOCAL MILEAGES ARE FOR 1945 EXCEPT AS FOLLOWS: ALABAMA AND CALIFORNIA 1943; MONTANA 1944; NORTH DAKOTA 1941; AND WEST VIRGINIA 1939. MILEAGES OF ROADS IN STATE AND NATIONAL PARKS, FORESTS, AND RESERVATIONS WERE COMPILED CHIEFLY FROM PLANNING SURVEY RECORDS OF VARIOUS YEARS.

^{2/} INCLUDES SMALL AMOUNT OF UNSEGREGATED URBAN MILEAGE.

^{3/} UNSURFACED MILEAGE INCLUDES A CONSIDERABLE AMOUNT OF GRADED AND DRAINED LOCAL ROAD MILEAGE. SEGREGATION WAS NOT AVAILABLE.

^{4/} GRADED AND DRAINED MILEAGE INCLUDES SOME UNIMPROVED LOCAL ROAD MILEAGE. SEGREGATION WAS NOT AVAILABLE.

^{5/} INCLUDES 339 MILES OF MIXED BITUMINOUS RESURFACING OF OLD CONCRETE PAVEMENT.

PUBLIC ROADS ADMINISTRATION FEDERAL WORKS AGENCY														
OFF SYSTEM MILEAGE - 1945														
EXISTING RURAL ROAD MILEAGE IN FEDERAL AND STATE PARKS, FORESTS, RESERVATIONS, ETC. ✓														
CLASSIFIED BY TYPE OF SURFACE														
STATE	UNDER FEDERAL CONTROL						UNDER STATE CONTROL						STATE	
	TOTAL	UNPAVED MILEAGE			TOTAL	NOT CLASSIFIED BY TYPE	UNPAVED MILEAGE			TOTAL	NOT CLASSIFIED BY TYPE			
		PRIMITIVE AND UNIMPROVED	GRADED AND DRAINED	TOTAL			PRIMITIVE AND UNIMPROVED	GRADED AND DRAINED	TOTAL					
ALABAMA	318	160	100	158	21	116	21	116	21	116	21	116	21	ALABAMA
ARIZONA	9,796	8,427	2,002	792	29	529	219	792	219	573	12	7	5	ARIZONA
ARKANSAS	10,300	8,637	949	1,659	15	1,285	254	1,659	19	36	4	13	7	ARKANSAS
CALIFORNIA	788	677	232	111	4	87	20	111	3	8	35	137	3	CALIFORNIA
CONNECTICUT	1,126	1,060	25	66	57	8	2	66	3	12	7	3	3	CONNECTICUT
DELAWARE	6,196	5,469	1,290	727	56	67	2	727	3	8	3	137	3	DELAWARE
FLORIDA	13	1	1	14	4	10	1	14	3	3	7	7	3	FLORIDA
GEORGIA	819	360	19	159	17	142	9	159	3	7	7	7	3	GEORGIA
IDAHO	96	7	5	89	1	53	2	89	3	7	7	7	3	IDAHO
ILLINOIS	85	12	7	73	34	34	20	73	5	100	75	25	3	ILLINOIS
INDIANA	1,151	793	61	84	2	35	2	84	5	130	75	25	3	INDIANA
IOH	1,279	1,092	176	584	2	568	4	584	3	130	75	25	3	IOH
MISSOURI	5,108	4,555	4,135	654	1	653	1	654	3	130	75	25	3	MISSOURI
NEBRASKA	259	141	1	24	1	19	1	24	3	130	75	25	3	NEBRASKA
NEVADA	108	9	4	4	4	95	3	4	3	130	75	25	3	NEVADA
NEW HAMPSHIRE	1,873	1,521	873	352	344	8	3	352	3	130	75	25	3	NEW HAMPSHIRE
NEW JERSEY	1,260	1,175	125	85	41	569	18	85	3	130	75	25	3	NEW JERSEY
NEW MEXICO	1,411	1,355	110	268	1	267	1	268	3	130	75	25	3	NEW MEXICO
NEW YORK	1,425	1,261	507	224	4	220	12	224	3	130	75	25	3	NEW YORK
NORTH CAROLINA	1,425	1,261	507	224	4	220	12	224	3	130	75	25	3	NORTH CAROLINA
NORTH DAKOTA	1,425	1,261	507	224	4	220	12	224	3	130	75	25	3	NORTH DAKOTA
OHIO	1,425	1,261	507	224	4	220	12	224	3	130	75	25	3	OHIO
OKLAHOMA	1,425	1,261	507	224	4	220	12	224	3	130	75	25	3	OKLAHOMA
PENNSYLVANIA	1,425	1,261	507	224	4	220	12	224	3	130	75	25	3	PENNSYLVANIA
RHODE ISLAND	1,425	1,261	507	224	4	220	12	224	3	130	75	25	3	RHODE ISLAND
SOUTH CAROLINA	1,425	1,261	507	224	4	220	12	224	3	130	75	25	3	SOUTH CAROLINA
SOUTH DAKOTA	1,425	1,261	507	224	4	220	12	224	3	130	75	25	3	SOUTH DAKOTA
TENNESSEE	1,425	1,261	507	224	4	220	12	224	3	130	75	25	3	TENNESSEE
TEXAS	1,425	1,261	507	224	4	220	12	224	3	130	75	25	3	TEXAS
UTAH	1,425	1,261	507	224	4	220	12	224	3	130	75	25	3	UTAH
VERMONT	1,425	1,261	507	224	4	220	12	224	3	130	75	25	3	VERMONT
VIRGINIA	1,425	1,261	507	224	4	220	12	224	3	130	75	25	3	VIRGINIA
WASHINGTON	1,425	1,261	507	224	4	220	12	224	3	130	75	25	3	WASHINGTON
WISCONSIN	1,425	1,261	507	224	4	220	12	224	3	130	75	25	3	WISCONSIN
WYOMING	1,425	1,261	507	224	4	220	12	224	3	130	75	25	3	WYOMING
TOTAL	79,568	71,470	24,044	12,741	534	10,069	1,595	12,741	611	1,345	177	1,724	260	TOTAL

✓

INCLUDES ONLY THE MILEAGE NOT OVERLAPPING STATE OR LOCAL ROAD SYSTEMS. FOR MOST STATES, COMPILED WAS MADE FROM PLANNING SURVEY RECORDS OF VARIOUS YEARS.

✓ INCLUDES ONLY THE MILEAGE NOT OVERLEPPING STATE OR LOCAL ROAD SYSTEMS. FOR MOST STATES, COMPLETION WAS MADE FROM PLANNING SURVEY RECORDS OF VARIOUS YEARS.

EXISTING COUNTY AND OTHER LOCAL RURAL ROAD MILEAGE-1945 ^{1/}

TABLE LM-0, 1945
ISSUED MARCH 1947

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

CLASSIFIED BY TYPE OF SURFACE

STATE	TOTAL	UNIMPROVED MILEAGE			SURFACED MILEAGE								STATE
		TOTAL	PRIMITIVE AND UNIMPROVED	GRADED AND DRAINED	TOTAL	SOIL-SURFACED	GRAVEL OR STONE	LOW-TYPE BITUMINOUS	HIGH-TYPE BITUMINOUS	PORTLAND CEMENT CONCRETE	BRICK AND BLOCK	DUAL-TYPE	
ALABAMA	2/ 53,125	19,561	12,132	7,429	33,564	11,042	21,421	839	100	158	3	1	ALABAMA
ARIZONA	15,543	12,546	9,985	2,561	2,997	186	1,708	785	76	231	-	11	ARIZONA
ARKANSAS	45,909	35,646	25,252	8,394	12,263	126	11,823	160	96	58	-	-	ARKANSAS
CALIFORNIA	74,937	36,092	28,725	7,367	38,845	2,655	10,588	21,750	2,673	1,179	-	-	CALIFORNIA
COLORADO	6,127	56,990	51,553	5,437	6,137	342	5,664	119	4	8	-	-	COLORADO
CONNECTICUT	8,250	2,119	672	1,447	6,131	773	485	4,629	209	35	-	-	CONNECTICUT
DELAWARE 2/	-	-	-	-	-	-	-	-	-	-	-	-	DELAWARE 3/
FLORIDA	29,437	21,052	5,343	15,709	8,385	1,490	1,923	4,296	358	57	189	72	FLORIDA
GEORGIA	85,712	64,868	11,095	53,773	20,844	17,412	1,330	1,027	807	268	-	-	GEORGIA
IDAHO	24,847	13,364	8,850	4,514	11,483	438	10,373	602	64	6	-	-	IDAHO
ILLINOIS	94,241	23,046	3,248	13,798	71,195	8,905	57,518	2,666	71	1,921	114	-	ILLINOIS
INDIANA	72,060	10,298	4,566	5,732	61,762	103	51,358	6,726	2,518	976	81	-	INDIANA
IOWA	92,789	43,092	2,552	40,540	49,697	346	48,846	452	4	46	3	-	IOWA
KANSAS	120,074	92,892	13,682	79,210	27,182	213	25,790	919	80	162	18	-	KANSAS
KENTUCKY	47,801	26,164	25,481	683	21,637	20	18,498	2,887	205	26	1	-	KENTUCKY
LOUISIANA	19,372	13,304	2,328	10,976	6,068	-	5,851	213	-	4	-	-	LOUISIANA
MAINE	11,536	3,487	1,160	2,327	8,049	307	6,888	824	29	1	-	-	MAINE
MARYLAND	12,311	5,900	1,711	4,189	6,411	798	2,466	2,613	313	220	1	-	MARYLAND
MASSACHUSETTS	15,516	1,176	623	483	14,340	391	10,730	1,922	1,249	45	3	-	MASSACHUSETTS
MICHIGAN	84,535	25,412	15,159	10,253	59,123	2,255	47,481	6,477	1,636	1,215	-	59	MICHIGAN
MINNESOTA	97,657	31,125	10,927	20,198	66,532	1,113	63,635	1,575	90	118	-	1	MINNESOTA
MISSISSIPPI	54,013	27,859	23,379	4,480	26,154	1,896	23,567	391	152	76	3	59	MISSISSIPPI
MISSOURI	100,629	62,600	17,087	45,513	38,029	715	35,826	1,035	176	275	2	-	MISSOURI
MONTANA	56,257	46,663	39,284	7,379	9,594	-	9,310	281	1	2	-	-	MONTANA
NEBRASKA	91,478	73,742	62,664	11,078	17,736	138	17,493	24	23	40	18	-	NEBRASKA
NEVADA	18,229	17,325	15,695	1,630	904	21	730	153	-	-	-	-	NEVADA
NEW HAMPSHIRE	8,846	4,103	1,908	2,195	4,743	-	3,644	1,390	9	-	-	-	NEW HAMPSHIRE
NEW JERSEY	16,587	3,859	3,360	499	12,728	1	5,118	6,187	961	460	1	-	NEW JERSEY
NEW MEXICO	48,671	47,507	44,960	2,547	1,164	-	1,070	94	12,699	1,334	28	89	NEW MEXICO
NEW YORK	66,767	11,134	11,134	55,633	3,396	3,396	30,100	7,987	-	-	-	-	NEW YORK
NORTH CAROLINA 2/	107,347	89,859	69,064	20,795	17,488	-	17,456	31	-	1	-	-	NORTH CAROLINA 3/
OHIO	69,675	11,234	5,285	58,441	1,309	1,309	38,152	15,207	3,020	541	144	68	OHIO
OKLAHOMA	89,708	80,757	16,200	64,557	8,951	577	7,293	744	177	159	-	1	OKLAHOMA
OREGON	33,441	18,914	9,242	9,672	14,527	460	12,366	934	642	107	15	-	OREGON
PENNSYLVANIA	47,862	32,379	(5/)	32,379	15,483	-	9,455	4,324	1,275	315	114	-	PENNSYLVANIA
RHODE ISLAND	1,741	354	293	61	1,387	30	754	492	102	1	-	1	RHODE ISLAND
SOUTH CAROLINA	32,906	25,010	18,668	6,342	7,896	6,460	-	1,385	-	51	-	-	SOUTH CAROLINA
SOUTH DAKOTA	91,539	71,033	38,374	32,659	20,606	-	20,513	91	-	3	-	-	SOUTH DAKOTA
TENNESSEE	56,821	15,865	10,250	6,615	39,596	-	36,938	2,762	166	67	-	23	TENNESSEE
TEXAS	171,574	124,966	97,290	27,676	46,608	2,489	35,072	7,396	475	814	362	-	TEXAS
UTAH	15,532	11,566	8,379	3,187	3,966	-	3,432	499	19	15	-	1	UTAH
VERMONT	11,644	5,659	1,919	3,740	5,985	-	5,580	400	4	1	-	-	VERMONT
VIRGINIA 3/	738	20	11	9	718	7	48	644	1	11	-	7	VIRGINIA 3/
WASHINGTON	39,917	16,654	9,060	7,594	23,263	6	13,040	4,083	637	467	14	16	WASHINGTON
WEST VIRGINIA 2/	1,085	632	624	8	453	275	137	21	-	-	-	-	WEST VIRGINIA 2/
WISCONSIN	75,139	10,164	1,840	8,324	64,975	3,413	51,095	9,598	372	489	-	8	WISCONSIN
WYOMING	20,604	19,310	18,451	859	1,294	-	1,185	109	-	-	-	-	WYOMING
TOTAL	2,397,669	1,366,302	759,535	606,767	1,031,327	70,108	768,753	127,450	31,523	11,962	1,114	417	TOTAL

^{1/} ALL STATES REPORTED MILEAGES EXISTING AT THE END OF 1945 EXCEPT AS

FOLLOWS: ALABAMA AND CALIFORNIA 1943, MONTANA 1944, NORTH DAKOTA 1941, AND WEST VIRGINIA 1939.

^{2/} INCLUDES SMALL AMOUNT OF UNSEGREGATED URBAN MILEAGE.

^{3/} COUNTY ROADS ARE UNDER STATE CONTROL IN DELAWARE, NORTH CAROLINA, VIRGINIA (ALL BUT 3 COUNTIES), AND WEST VIRGINIA. SEE TABLE SM-3, "EXISTING

MILEAGE OF SECONDARY RURAL ROADS UNDER STATE CONTROL 1945".

^{4/} UNIMPROVED MILEAGE INCLUDES A CONSIDERABLE AMOUNT OF GRADED AND DRAINED

MILEAGE. SEGREGATION WAS NOT AVAILABLE.

^{5/} GRADED AND DRAINED MILEAGE INCLUDES SOME UNIMPROVED MILEAGE. SEGREGATION WAS NOT AVAILABLE.

